

ROYAL NAVAL DIVISION.
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THE ADMIRALTY have given
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Battalion of 1,000 men, which will be
strictly limited to Public School or
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God Save The King.

Hongkong Daily Press.

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Phone 27.

No. 17,883.

號六十八百八千七萬一第

日九十二月七年卯乙

HONGKONG, WEDNESDAY, SEPTEMBER 8th, 1915.

三拜禮

號八月九年四國民華中

PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.
Sept. 9th.—The French mail, per s.s.
PAUL LÉVY.
Sept. 10th.—Europe (via Siberia), per s.s.
YINGCHOW.
Sept. 12th.—The English mail, per s.s.
NANKIN.
TO DEPART.
Sept. 9th.—Straits, Ceylon, Port Said,
Marseilles and United King-
dom, at 11 a.m., per s.s.
ARUTA MARU.
Sept. 9th.—Europe (via Siberia), at 4 p.m.,
per s.s. PAUL LÉVY.
Sept. 10th.—Straits, Ceylon, Port Said,
Marseilles, Western Australia, India,
Aden, Egypt and Europe, at
11 a.m., per s.s. SARDINIA.
Sept. 11th.—Europe (via Siberia), at 11 a.m.,
per s.s. MONTAGNE.
Sept. 11th.—Shanghai, North China, Japan
via Moji, Victoria, Vancouver
and United Kingdom via
Canada, at 11 a.m., per s.s.
MONTAGNE.
Sept. 13th.—Philippine Islands, Formosa via
Keelung, Japan via Moji,
Victoria, B.C., Tacoma and
United Kingdom via Canada,
at 1 p.m., per s.s. CANADA
MARU.
Sept. 14th.—Shanghai North China, Japan
via Nagasaki, Honolulu, United
States, South America and
Canada via San Francisco and
United Kingdom via Canada,
at 11 a.m., per s.s. TENYO MARU.
N.B.—For further returns and for Mails to
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on the last page of this issue.

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GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
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SHEWAN TOMES & Co.,
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Hongkong, 9th December, 1914. [124]

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PEKING.
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McFARLANE & Co., Ltd.
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Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [540]

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LIMITED.

TIME TABLE.

WEEK DAYS.
1.00 a.m. to 3.00 a.m. Every 15 minutes.
3.00 " to 10.00 " " " 10 "
10.00 " to 11.00 " " " 15 "
11.00 " to 12.00 a.m. " " 10 "
12.00 p.m. to 1.00 p.m. " " 10 "
1.00 " to 1.15 " " " 15 "
1.15 " to 2.15 " " " 10 "
2.15 " to 3.00 " " " 15 "
3.00 " to 3.10 " " " 10 "
NIGHT CARS.
3.40 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.
Every Half-Hour.
1.00 p.m. to 11.45 p.m.
Every Quarter-Hour.
SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " to 11.00 " " " 10 "
11.00 " to 12.00 noon " " 15 "
12.00 noon to 1.00 p.m. " " 10 "
1.00 p.m. to 6.00 " " " 15 "
6.00 " to 6.00 " " " 10 "
6.00 " to 7.00 " " " 15 "
7.00 " to 8.10 " " " 10 "
NIGHT CARS as on Week Days.
Extra Car at 12 Midnight.
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the Company's Office, Alexandra Buildings,
Des Voeux Road Central.
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cars not already full running at the time
stated in the Company's time tables, but
not for special cars, can be obtained on
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Season ticket will be issued until payment
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ing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong 18th June, 1915. [457]

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Docks No. 1. Docks No. 2. Docks No. 3.
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Width of Entrance on bottom ... 77 " 53 " 88 "
Water on Blocks at Spring Tide ... 25 " 24 " 24 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 80 tons each, besides 160 tons Giant Crane.

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TELEGRAPHIC ADDRESS:—"WADADOCK," KOBÉ.
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No. 1. 7,000 tons. No. 2. 12,000 tons.
Lifting Power ... 460 feet. 550 feet.
Max. Length of Ship taken in ... 58 " 66 "
Max. Breadth of Ship taken in ... 22 " 22 "
Max. Draft of Ship taken in ... 22 " 22 "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

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TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.
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Length on Keel Blocks ... 365 feet 0 inch.
Breadth at Entrance on bottom ... 58 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 7 "
Floating Crane capable of lifting 20 tons weight.

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are closely connected with each other, enabling them to co-operate in the prompt execution
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Hongkong, 1st October, 1914. AGENTS. [144]

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NORTH BOUND.				SOUTH BOUND.			
1st Class	2nd Class	3rd Class	Passenger	1st Class	2nd Class	3rd Class	Passenger
Sept. 10	Sept. 10	Sept. 10	Sept. 10	Sept. 10	Sept. 10	Sept. 10	Sept. 10
Sept. 11	Sept. 11	Sept. 11	Sept. 11	Sept. 11	Sept. 11	Sept. 11	Sept. 11
Sept. 12	Sept. 12	Sept. 12	Sept. 12	Sept. 12	Sept. 12	Sept. 12	Sept. 12
Sept. 13	Sept. 13	Sept. 13	Sept. 13	Sept. 13	Sept. 13	Sept. 13	Sept. 13
Sept. 14	Sept. 14	Sept. 14	Sept. 14	Sept. 14	Sept. 14	Sept. 14	Sept. 14
Sept. 15	Sept. 15	Sept. 15	Sept. 15	Sept. 15	Sept. 15	Sept. 15	Sept. 15
Sept. 16	Sept. 16	Sept. 16	Sept. 16	Sept. 16	Sept. 16	Sept. 16	Sept. 16
Sept. 17	Sept. 17	Sept. 17	Sept. 17	Sept. 17	Sept. 17	Sept. 17	Sept. 17
Sept. 18	Sept. 18	Sept. 18	Sept. 18	Sept. 18	Sept. 18	Sept. 18	Sept. 18
Sept. 19	Sept. 19	Sept. 19	Sept. 19	Sept. 19	Sept. 19	Sept. 19	Sept. 19
Sept. 20	Sept. 20	Sept. 20	Sept. 20	Sept. 20	Sept. 20	Sept. 20	Sept. 20
Sept. 21	Sept. 21	Sept. 21	Sept. 21	Sept. 21	Sept. 21	Sept. 21	Sept. 21
Sept. 22	Sept. 22	Sept. 22	Sept. 22	Sept. 22	Sept. 22	Sept. 22	Sept. 22
Sept. 23	Sept. 23	Sept. 23	Sept. 23	Sept. 23	Sept. 23	Sept. 23	Sept. 23
Sept. 24	Sept. 24	Sept. 24	Sept. 24	Sept. 24	Sept. 24	Sept. 24	Sept. 24
Sept. 25	Sept. 25	Sept. 25	Sept. 25	Sept. 25	Sept. 25	Sept. 25	Sept. 25
Sept. 26	Sept. 26	Sept. 26	Sept. 26	Sept. 26	Sept. 26	Sept. 26	Sept. 26
Sept. 27	Sept. 27	Sept. 27	Sept. 27	Sept. 27	Sept. 27	Sept. 27	Sept. 27
Sept. 28	Sept. 28	Sept. 28	Sept. 28	Sept. 28	Sept. 28	Sept. 28	Sept. 28
Sept. 29	Sept. 29	Sept. 29	Sept. 29	Sept. 29	Sept. 29	Sept. 29	Sept. 29
Sept. 30	Sept. 30	Sept. 30	Sept. 30	Sept. 30	Sept. 30	Sept. 30	Sept. 30

* Russian Train Time is 23 minutes faster than the S.M.R. Time.

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Hongkong, 9th August, 1915. [345]

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Hongkong, 2nd May, 1914. [51]

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1st February, 1915. [37]

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WEEKLY PRESS, JANUARY to JUNE,
1915. With INDEX. Price \$7.50.
On Sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 10th August, 1915.

THE INFLUENCE OF SEA POWER.

[FROM "THE TIMES" CORRESPONDENT.]

NEW YORK, August 1st.
The New York World devotes an impressive leading article to a study and elucidation of the decisive part taken by the British Fleet in the vast struggle. After pointing out that Admiral Mahan, if he had lived to see the beginning of the second year of the world war, would have found in the events of the first year the most striking vindication yet recorded of the influence of sea power upon history, it observes:-

Except for the British Navy, Germany to-day would be master of the world. Germany's marvellous preparedness, combined with her unparalleled military resources, gave the Teutonic allies a commanding advantage that all the rest of Europe could not have withstood had land warfare alone been able to determine the result. But for British domination of the seas the war would be over and civilization prostrate before triumphant German militarism.

What has been accomplished by British sea power has been carried through without a single conspicuous achievement. There has been no decisive battle. Not a single Dreadnought has yet been in action except against land defenses, or has sighted a hostile flag at sea. None the less the work of the British Navy as a whole is the one decisive factor in the war.

A similar note is struck in a notable article in the New York Times, entitled "The Reckoning." The spoils gathered by the military forces that Germany has been training for 40 years to effect the conquest of Europe are set forth and compared with the losses she has suffered in men, colonies, and sea commerce. Her material losses, the New York Times declares, are, however, a trifle contrast with her moral losses. These are beyond all measurement and irrevocable.

Little more than a year ago Germany was on terms of real friendship with all nations. To-day she is without a friend in the world save for Austria and the unrepentant Turk. The admiration and respect in which she was held have been succeeded by universal abhorrence, by a great fear, and a stern resolve to rid the world of her monstrous designs. A thousand years from now the awful story of violated Belgium will be read by school children in their history books as children to-day read of the Hun and the Saracen. The Germany of the Hohenzollerns is damned for ever.

GERMAN ORGANISATION NOT PERFECT.

A STARTLING ADMISSION.

It is interesting to find an article in the Tag, entitled "Fiasco of our Commercial Intelligence," after all that has been written and said about the perfection of German organisation.

The writer insists that the war has proved that neither the State, nor the capitalists, nor the workers in Germany have any precise information about the industrial and agricultural resources of the country.

"Before the war the necessity for the creation of scientific information about our industrial resources was not recognised. It was believed that everything was known, and the greatest confidence existed on the point, although closer reflection would have shown that nothing was known. But no one would admit that our knowledge of industrial affairs was either too small or non-existent. No one looked closely into the matter, but everyone was content to skim the surface, because it was easier and raised no awkward questions to do so. And so, when the war came, the outlook for the creation of a scientific intelligence department was entirely unfavourable."

"And then came the war and revealed our gross ignorance of the conditions of industrial activity. We had no knowledge of our available supplies of the most important materials. We did not know how they were used or what was the demand for them, or the various uses to which they were put, and the profit that was made from them. This ignorance led to unfounded anxiety on the part of the public, which, in the fear that it would starve, piled up provisions week out, month in, and thereby produced a rise in prices which for the great mass of the consumers brought the first painful experience of dearth. This ignorance about the quantity of our supplies did not exist among the laity alone. It was the rule among the men who were concerned in providing the goods. It was shared by the so-called experts and theorists and, lastly, by the officials and those who had to take far-reaching measures in the industrial sphere. No one had, for instance, the least idea as to the amount of breadstuffs or potatoes that existed, in spite of the official statistics about the harvest. There was no precise knowledge about the yield since the harvest statistics to-day are quite unreliable. And the same applied to the daily requirements of the people in meat—in fact, we were all in the dark."

Can all this be true, or has the epidemic of self-deception spread from England across the North Sea?

GERMAN INFAMY EXPOSED.

PROPOSAL TO "SUPPRESS" BELGIUM MADE
FOUR MONTHS BEFORE THE WAR.

The Belgian Government, in reply to the charges made by the German Government against Belgium, publishes in a Grey Book documents showing that Germany four months before the war proposed to France the partition of the Belgian Congo and the suppression of Belgium from the list of independent nations.

The Grey Book includes a letter from Baron Beyens, who was at that time Belgian Minister in Berlin, to the Belgian Minister of Foreign Affairs, proving absolutely that this proposal was made by Herr von Jagow, the Imperial Minister of Foreign Affairs.—Reuter.

BRITISH DETERMINATION TO WIN.

SIR E. CARSON'S DEMAND ON
NEUTRALS.

NEW YORK, August 2nd.
Sir Edward Carson has made the following statement on the part which Great Britain is playing in the war to the Associated Press:-

How long will the war last and what will be the result? To such questions as these any British subject can give but one answer, and that is that the war will last until the cause of the Allies has been brought to a successful issue, and Europe and the world have been relieved from the ideals involved in the aggression of Prussian domination. The word "peace" does not enter into our vocabulary at the present time. It is vanished from our conversation as something immoral and impossible under existing circumstances.

Great Britain hates war and no nation enters more reluctantly upon its horrible and devastating operations; but at the same time no nation when it is driven to war by the machinations of foes who desire to fling from it or from its champions of liberty any portion of their inherited freedom is more resolved to see the matter through, at whatever cost, to a successful issue.

At the commencement of the war we were not and did not pretend to be a military nation. An Expeditionary Force of 170,000 men and a small Territorial Army of 200,000 for defence against invasion was all that we could boast of; but to-day Great Britain teems with military camps in which millions of men of the finest material are being trained and equipped to cope with every emergency. No other nation in the world has ever produced or hoped to produce a voluntary army of such proportions. Each day brings thousands of men to the colours who had never thought of military service before, and each day, as our enemy grows weaker, the infancy of our strength is growing into manhood with increasing virility and prowess. That all this is being accomplished without dramatic demonstration and foolish boasting is a sign, not of weakness, but of strength.

It is, I course, true that our country has not been accustomed to organization and discipline which leads unthinkingly from time to time to imagine that there could be a different discipline in the conflicts and workshops from that which prevails in the trenches; but all that is a more temporary difficulty and cannot impede the country which has made up its mind to win if it has to spend its last man and its last shilling in the process.

We have a right to say to neutrals that our cause is just, that the war has been forced upon us, and that we are making, and are going to make, every sacrifice that makes a nation great to bring our cause to a successful conclusion. We have a right, I think, to ask neutrals to examine their own consciences as to whether they have done everything that neutrals ought to do, or can do, in assisting that the laws of humanity and the principles of international law which have been so carefully fostered in times of peace are carried out. Neutrals are the executive power to compel observance of the principles of international law, and if they fail to do so the result must be disastrous to the world at large in the present and in the future and to give free play to a savagery and barbarism which is none the less revolting because it carries out its method by the aid of discoveries of scientific research and progress.

But, however that may be, our courage is undaunted. It grows in exaltation by reason of the difficulties that surround us, and we shall and will go on to the end without fear or trembling and in the certain inspiration of a victory which will restore to the world that peace which can alone bring happiness and contentment to the mass of its citizens.

VALUE TO FRANCE OF THE BRITISH ALLIANCE.

In an article on the British share in the war, the *Guerre Sociale* says that the greatest stroke of good fortune which has befallen France in the war is to have had Great Britain as an Ally. It argues:-

What would have become of us, even after the battle of the Marne, if the German fleet had driven us from the seas and had blockaded us; if Germany had been able to revictual herself in America and elsewhere?

Britain goes to war. Immediately the German fleet is forced to confine itself to its own territorial waters; Germany is blockaded and cut off from the whole world; she is cut off from countries which supplied her with cotton, metals, and munitions; all her ports, from countries where reside one million of her reservists who are unable to rejoin. Our Army is reinforced by an Army which is being made up slowly but surely of all the best fighting material not only in Britain, but in Canada, South Africa, and Australia, and our financial power is being consolidated by its alliance with the greatest financial Power in the world, the Power which in the twelfth month of war is capable of raising, without inconvenience to herself, a loan of £240,000,000.

WAR RELIEF FUND IN NORTH BORNEO.

At a recent meeting of the North Borneo Chamber of Commerce, the Secretary reported that, as instructed, the War Relief Fund had now been closed; the amount raised amounted to \$2,532.89, every cent of which had actually been collected.

\$6,870.94 had been remitted to the President of the London Chamber of Commerce, and for this amount (\$600 Sterling) a very warm letter of thanks had been received from the President, Lord Southwick. The balance of the Fund, \$2,532.89, had been paid to the Honorary Treasurer of the British North Borneo General War Relief Fund.

The Secretary was instructed to write a letter of thanks to Mr. Chee Swee Cheng for his valued help and handsome donation.

FUTURE OF SILVER.

In certain New York quarters great hopes are being built upon the future of silver after the conclusion of the war. It is very natural for the United States of America to be deeply interested in the matter, for silver occupies a very important place among the industries of the Republic. It is responsible for considerably over a quarter of the world's output, and the value concerned represents an asset of between seven and eight million pounds sterling.

To a certain extent these hopes are justified. The demand for the arts and industries has languished considerably from causes, direct and indirect, throughout the widely extended area of hostilities. The removal of restrictions that now obtain, the reopening of closed markets, and the return of freight and assurance rates to normal quotations, will undoubtedly increase demand for the metal, but it will be naturally some time before that portion of the demand which relates to pure items of luxury will regain the healthy condition which antedated the war.

It is not, however, upon such considerations that New York bases its extreme optimistic view as to the prospects of silver, but upon the fact that the paper currency of certain combatant Powers has been raised to enormous figures. The idea is suggested that when peace arrives these Powers will find themselves compelled to create metallic reserves in a ratio bearing some favourable proportion to that held in gold in the pre-war period, and that there will be such a rush for gold that the stock in existence and the gold freshly produced will not suffice to go round, and that, as a matter of necessity, silver will be brought into a privileged position in lieu of the more precious metal.

The realisation of this conception depends upon the volume of paper money remaining at the present enormous figures—a fact extremely unlikely—for the State indebtedness would have to be converted into some sort of funded form, otherwise the abnormal inflation of currency would prove disastrous to the internal trade of the countries concerned. Moreover, the creation of a silver reserve would be at best only a palliative measure. International indebtedness would still have to be discharged in gold unless some system of bimetalism were universally adopted—a step extremely unlikely to be taken in the interest of a defeated group.

It should be remembered that a statement in arms as well as in finance is hardly probable, and that in any case the group exhausted financially would not be in a position to dictate the terms necessary to rehabilitate its resources and to force bimetalism upon an unwilling world.

The restoration of a normal condition of currency will be best obtained by stimulating the interchange of trade, in order that if, as we all hope, the war is fought to a decisive finish, the countries worsted in the fight will be able to straighten their disorganized exchange rates by increased exports, and thus will be able to obtain by degrees such a claim upon gold as shall repair the mischief caused by war.

The alternative to a clear, decided finish would conceivably give more encouragement to favourable views as to the prospects of silver. For in that case a feature of the new conditions after the war might be building up of war chests in gold, and there might arise a tendency on the part of Governments to encourage the internal use of silver coin, and to draw into their treasure vaults the gold in circulation.

It is to be hoped, in the interests of the world generally, that the outcome of the present strife will not be such as to initiate preparations for a contest at a later date, and there is little doubt that wise leaders on the side of the Entente have this fact in mind.—Fall Hall Gazette.

HONGKONG VOLUNTEER CORPS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

LEAVE.

Corpl. A. Whitelaw is granted leave of absence from 2. 9. 15 to 23. 9. 15. Pte. H. Green is granted leave of absence from 24. 9. 15 to 24. 7. 16.

PARADES.

Parades for Wednesday, 8th instant:-
5.30 p.m.—Right Section M. G. Co.—Section drill and Skirmishing on Cricket Ground.
Recruits, Squad drill and rifle exercises on Cricket Ground.
Signalling Section—Squad drill and Skirmishing at Headquarters. Articles of uniform, the issue of which to certain members was authorised at the parade on 25. 3. 15, are to be drawn at this parade. Remainder, nil.

DETAIL.

Gun Club Hill, Kowloon:-
On duty until morning of 13th instant—H.K.V.R.
Next for duty—Right Section M. G. Co.
Offices on duty—Lieut. Kennett.
Detention Camp, Kowloon:-
On duty until morning of 13th instant—H.K.V.R.

Next for duty. Officer on duty.

Sept. 13th—Scouts Co. Lieut. Murphy.
14th—do. Capt. Hutchison.
15th—do. Capt. Stewart.
16th—Centre Sec. M. G. Co. Capt. Wood.
17th—No. 1 Sec. Arty. Batty.
and Left Sec. M. G. Co. Capt. Wolfe.
18th—Civil Service Co. Capt. Churchill.
19th—No. 2 Sec. Arty. Batty. Lieut. Danby.
Orderly Officer 13th to 20th instant—Lieut. Wright.
Orderly Sergeant 13th to 20th instant—Corpl. Hamilton.
G. E. STEWART, Captain,
Adjutant, H.K.V. Corps.

HONGKONG TRAMWAY CO.

Approximate statement of traffic receipt for the week ending 4th September:-

	Receipts for week.	Aggregate receipts for 26 weeks.
This year	\$11,659	\$395,369
Last year	5,648	415,441
Increase	2,010	
Decrease		25,082

DEATH OF A TENNIS CHAMPION.

George Lambert, from 1871 to 1885 the professional tennis champion of the world, has died in London at the age of seventy. He lost the championship when beaten by the American, Thomas Pettit. Lambert was for about twenty years the tennis professional at Lord's. He was a very fine player of the old school, but when forty-four he could not contend against the far more severe and punishing game played by Pettit.

INTIMATIONS

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS

CALDBECK,

MACGREGOR & CO.

WINE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

FRENCH LESSONS

G. MOUSSON.

18, MORRISON HILL ROAD.

NEW CARTRIDGES.

By popular English Manufacturers.
In all Bores and Sizes.

SMOKELESS POWDER and CHILLLET
SHOT. From No. 10 to S&S&G, at \$5, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and AIRGUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
Telephone 1219.
Hongkong, 4th February, 1915.

DRIVEN OUT.

Whenever LITTLE'S ORIENTAL BALM enters a home the headaches are driven out. By simply rubbing in a little of this sure-acting remedy, the most stubborn aches or pains is soon brought to terms. When you apply

LITTLE'S ORIENTAL BALM you can feel the pain going away. Think of it—from maddening, sleepless nights and tortured days you can enter a land of absolute relief. Clean-headed, upright and tingling with health in every limb, you can once more face the world without the dread of throbbing temples or twitching nerves. You become yourself again—the self you would like to be.
Sold at 1s. 4d. per bottle.

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Messrs. A. S. WATSON & Co., Ltd.
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CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL IN
By CHAS. J. HALCOMBE,
Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 48 Pages, and includes a Sketch Map of historical interest showing the disposition of the Forces at the battle of Kwailin, is dedicated to Sir ROBERT HART, G.O.M.G., and Dr. A. HENRI.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

PRICE \$2.50.

To be obtained from Messrs. KELLY & WALSH, Ltd., Messrs. BROWN & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

FURIOUS "FRANCO."

A SEQUEL TO DOG FIGHT ON BOWEN ROAD.

Plenty of amusement was caused in Mr. Lindsell's Court at the Magistracy yesterday when the case was resumed in which Dr. K. B. Weigelsberg, 4, The Albany, was summoned by Mr. M. J. D. Stephens for unlawfully having an unmuzzled chow dog on Bowen Road, which dog ferociously attacked Mr. Stephens' dog. Mr. Leo d'Almada is defended.

At the outset the Magistrate referred to a statement made by Mr. Stephens at the last hearing to which Mr. d'Almada objected, and said it would doubtless be relevant to hear some more evidence.

Mr. Stephens then asked that the Magistrate should read over the evidence given by Mrs. Stephens at the last hearing, and then he would ask her to speak as to what sort of muzzle the dog was wearing at the time of the assault. He would also ask his worship to refer to the last muzzling order.

Mr. Lindsell—I know it.

Mr. Stephens—Well, that muzzling order was made only a few days before this dog bit my dog. He added that he would show that the dog was not properly muzzled; that he was very badly and improperly muzzled. "I can tell your worship this, proceeded Mr. Stephens, 'that since that dog bit my dog I have not wished to go out for a walk, in fact I am thinking of not going out for a walk again on account of dogs of this kind. This same dog came out and attacked my dog again on Sunday, and I am not the only person who complains.'"

Mr. d'Almada—This is not the subject of the charge.

Mr. Stephens—It does not matter whether it is or not.

Mr. d'Almada—It is a waste of time.

Mr. Stephens—I do not waste so much time as you do. What I do say is that the dog ought to be destroyed.

Mr. d'Almada—No.

Mr. Stephens—I say that the dog should be destroyed, and it will be destroyed. If it is not destroyed it will be doing something really bad.

Mr. d'Almada—It will not be destroyed.

Mr. Stephens (heatedly)—I say it shall be destroyed.

Subsequently Mrs. Stephens was called by complainant. The evidence given by Mrs. Stephens at the last hearing was read over to her, and answering Mr. Stephens, witness added that the dog which attacked hers was wearing a thin wire muzzle which was certainly not a new one. She had seen the same muzzle on the dog before, and it could not have been a muzzle conforming with the latest regulations.

Mr. d'Almada said that the muzzle the dog was wearing was a regulation one.

Mrs. Stephens—When the dog was in Court last week it was wearing the orthodox muzzle; not the one it was wearing on the day the dog attacked and bit mine.

Mr. d'Almada—I think you said the other day that while you were walking along Bowen Road defendant's dog suddenly flew at your dog?—Yes.

And I suppose it was all a matter of a few seconds or so?—I cannot say. Where the dog came from I do not know. He suddenly came out and attacked and bit my dog on the back.

Can you tell me how long these two dogs were fighting?—It is impossible to tell; I did not take out my watch to time them.

Did they take a minute?—Yes, certainly.

And it was immediately after this minute's fight that you saw that the dog's muzzle was hanging to its neck?—I saw that he was biting my dog.

And immediately the dogs separated, Mrs. Stephens, did the defendant's dog run away?—Of course he did, because he had a good whack. (Laughter.)

The offending dog "Franco" was then produced, and Mrs. Stephens declared that the muzzle the animal was then wearing was not the one he was wearing on the day of the fight.

Then you will be surprised to learn from Mrs. Harker, whom I shall call, that this is the muzzle the dog was wearing on the day of the attack?—I shall be very much surprised.

You will be surprised to hear that Mr. Haywood will support that statement?—I do not know Mr. Haywood.

And the defendant also?—He can say what he likes.

Mr. d'Almada then said he was there to satisfy the Court in the first place, that the dog was muzzled in accordance with the provisions of the regulations, and also that the dog was properly muzzled.

The dog was then placed on the solicitor's table, and Inspector Simon said that it was muzzled according to the regulations.

Mr. Stephens—You have never seen the dog before, have you?—Not to my knowledge. Witness added that the licence was in order, and the dog was properly registered.

Do you know anything about the dog's nature, or its character?—Has it ever been reported to the police?—Yes. Witness went on to say that defendant was fined \$5 some time ago for his dog being abroad without a muzzle.

But you do not know anything about the dog's nature or character?—No.

Mrs. Brotherton Harker, of No. 4, The Albany, said the defendant resided at her house and also the dog "Franco." On the day of the alleged attack she took "Franco" in company with several of her own dogs, for a walk along Bowen Road. All the dogs were wearing regulation muzzles. "Franco" was muzzled in the same manner as he was in Court that day. She lost "Franco" suddenly, but he returned to the house later. She did not see anything of the fight.

Mr. d'Almada—At the last hearing Mr. Stephens said that you informed him that the dog was not properly muzzled; is that so?—I said that the dog's muzzle was not so good as the others. Witness added that the last time she saw "Franco" on Bowen Road he was properly muzzled.

Cross-examined by Mr. Stephens, witness adhered to her statement that she did not tell him that the dog had not on a proper muzzle; she only said that it was not so good as the others.

Mr. Stephens—Well, I think you said, and I know you said, that the animal was not wearing a proper muzzle. How long after you returned from Bowen Road did you see the dog again?—After I had talked to you; you pointed out the dog at the front door. Allow me, I did not go near the dog. I did not want to. (Laughter.)

I said there was a dog there and that was all. This dog has given you considerable trouble, has he not, from time to time?—He was summoned some time ago. (Laughter.)

Leaving that summons out, have not people complained about it?—No.

On another occasion Mr. Stephens referred to "your tenant's dog," adding, "I do not know his name."

Mr. d'Almada—Dr. Weigelsberg.

Mr. Stephens—I don't want to hear it; I never want to hear it again.

(Laughter.)

The defendant then gave evidence. When he left the house on August 28th, he said, the dog was muzzled and it was also muzzled when he returned.

Mr. Stephens—I think you have been advised by the Italian Consul that your dog was improperly muzzled?—He suggested to me that I should always keep the dog on a chain.

Have you done so?—No.

Did not he suggest, as you call it, that the dog was not properly muzzled?—I do not remember.

It is not convenient to remember. That is very nicely put; convenient is a very nice word for you to use. It is not worth while to ask him any more questions, your worship. I will never get to the facts. He will prevaricate. I shall not ask him any more questions.

Mr. Haywood, solicitor, who also resides at 4, The Albany, said he had never seen "Franco" without a muzzle. He always wore the one produced, which was a regulation muzzle. The dog was always securely muzzled before the defendant went out.

Mr. Stephens—Do you know anything about this dog? Have you heard anything about it fighting other dogs, or heard any complaints about it?—I have never heard anybody complain except yourself.

Have you not heard that the dog suddenly comes out and attacks dogs in the road?—No. It seems that he only attacks your dog, Mr. Stephens, but not other dogs. I have taken him out for many walks, and he has never attacked a dog.

I can tell you that he does so. He went into the house of Mr. Moore and attacked a dog there. There are general complaints about him since this troublesome affair—I think you should call witnesses.

The case would be interminable then. Besides, it is not necessary. I have proved the case sufficiently. You have been called just for a purpose and you cannot know anything about it.

In the course of his address to the Bench Mr. Stephens said it would be for the public good to make an example in that case. The dog ought to be fined, or the defendant ought to be fined, and be punished for doing such a thing. "Defendant takes no heed of the dog," added Mr. Stephens, "and Mrs. Harker cannot take care of the dog; she has enough to do to take care of the men. (Laughter.) It is a disgrace to the Colony to allow people

to have such dogs, and allow the public to be annoyed, and come into Court here and try to hold out to your worship that they were doing the right thing. They are doing a grievous wrong to the Colony, and some day it will be worse; some man, woman or child will be bitten and then it will be worse. This new Ordinance was made to meet a case which took place in March, when another assault was made on my dog. He (pointing to defendant) helped that dog to attack my dog; he made the dog do it."

Mr. d'Almada objected.

Mr. Stephens—I have a right to say so, and you are the man who assisted him to do that wrong. You are at the bottom of it. It is most abominable to have my dog bitten in this way, and he should be punished for it. I ask your worship to fine this man. It is a clear case, and I ask you to fine him sufficiently so that he will learn a lesson.

Mr. Lindsell expressed the opinion that the dog was wearing a regulation muzzle when it left the house, but the fact that it came off as the result of a fight showed that the dog was not properly muzzled. A technical offence had been committed and defendant would be fined \$5. The dog was obviously not sufficiently muzzled to prevent him biting.

Mr. Stephens—Thank you, your worship; as long as he is fined let him be fined. I am much obliged to your worship; I am going.

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SCIENCE IN THE PHILIPPINES.

Professor T. T. Waterman (Acting head of the Department of Anthropology, University of California, and member of the American Association for the Advancement of Science) contributes the following article to the San Francisco Chronicle:

The proclivity for producing practical results which has shown itself throughout the present meetings of the American Association for the Advancement of Science has taken form especially in the proceedings of Section II (anthropology and psychology), which meets along with the American Anthropological Association. It is a widely-known fact that certain misfortune have overtaken scientific work in the Philippines. Perhaps the greatest emergency arises in connection with the progress of anthropology there. As a matter of fact, there is no region more interesting than the Philippines from the anthropological viewpoint. It should be borne in mind that the archipelago is many hundreds of miles long, and that it is crowded with a most picturesque variety of peoples. It would take too long to point out how extremely interesting some of these groups are.

MANY INTERESTING TRIBES. From the standpoint of religion, we find, in addition to Christians, a large Mohammedan population, and (still more exciting to a student of anthropology), a great many tribes still in their original paganism. From the standpoint of physical appearance we have a number of widely different types, the most interesting of which are the "Negrito," or pygmies. These tiny people, almost as black as tar and standing shoulder high to an American's belt, are often thought to be the original human race. They are fast vanishing in the Philippines. The native institutions of all the Philippines, black brown and yellow, are disappearing and changing at an even more rapid rate. The human animals of the archipelago are more interesting than all for study, because the other branches of science, such as zoology and botany and geology, may be carried on after the people of the islands have become entirely changed.

BUREAU IS ABOLISHED.

Until the present time a bureau of the Philippine Government has been in operation with the sole purpose of carrying on the most important of these scientific investigations. The so-called Philippine Bureau of Science was started and officially supported for this important purpose alone. A most interesting and essential part of its work was the carrying out of an "ethnological survey," which was to list and investigate the various tribes of the different islands, with information about their aboriginal habits and crafts and their tribal history. In many places, of course, the natives are very little changed. Just recently this whole bureau, with all its offices and departments and laboratories, has been abolished. A greater catastrophe to the cause of science can hardly be imagined.

The street cars of a Western city used to bear the sign: "There is a reason for everything, but there is no reason why a woman should get off a car backward."

A reason existed for the destruction of the Philippine Bureau of Science. It was supported, like all other branches of the Philippine Government, entirely by the Philippine people. It must be remembered that the Philippines are paying for their own government—not a cent of American taxes is diverted for government in the islands. It seemed to many unfair, and perhaps it was unfair, to tax the Filipinos for the support of scientific bureaux, when roads and school-houses and engineering works and public works were needed on every hand. At the same time the Filipinos in the long run have an interest in the preservation of their own history, and the only time for preservation is now. It would certainly seem that someone is getting off this scientific car backward. In ten years the destruction of this scientific machine will probably appear to be an almost unbelievable folly.

This has been recognized by the American Anthropological Association. A committee has been appointed to draft a formal resolution, with the purpose of calling this emergency to attention. This is perhaps the most practical action taken in the association for some time, and it is at least conceivable that the scientific bureau may ultimately be re-established as the result of this and similar efforts.

WAR BREVITIES.

The German census for 1915 has been postponed.

The *Idea Nazionale* (Rome) states that the Austrians have vainly destroyed the historic castle of Lizzana, near Rovereto, where Dante spent his exile.

A Petrograd correspondent says that M. T. Jones, the well-known Roumanian ex-Minister, when he was asked to give an interview to the Bucharest correspondent of the *Vossische Zeitung*, refused to do so, and wrote to the correspondent:—

"As a Roumanian, and as a European, I ardently desire, for the good of civilization and justice, to see the complete crushing of Germany."—*Central News*.

Hundreds of Dover people attended the Town Hall and handed in valuable jewellery and money as self-denial gifts to the Red Cross Society in celebration of the war anniversary. A Crimean veteran gave his war medal and bars, and an old widow of eighty-eight, in humble circumstances, sent her two gold rings which she had worn for sixty years with the message that she had given them used for the benefit of wounded soldiers. The money gifts ranged from £100 down.

Some memories of the *Emden* have already reached Australia. One such shows the damage done to the German cruiser by the *Sydney's* shots. It is an oblong piece of metal, fairly smooth on one side, and jagged on the other. It represents a portion of the fireproof safe of the *Emden* and some silver dollars from a drawer of the safe. The explosion must have blown the dollars into the steel, and the terrific heat of the flames which burst from the vessel shortly afterwards melted the whole into a conglomeration of silver and steel.

A WOULD-BE COMPRADORE. ALLEGED VICTIMISATION BY A FRIEND.

A case in which the prosecution alleged that the defendant victimised his friend and by means of false pretences obtained from him the sum of \$1,580 came up for hearing at the Magistracy yesterday. The complainant was a man named Luk Man Cheuk, and the charges against the defendant were that he obtained the sum of \$1,580 by false pretences and that having received that money for a specific purpose he turned it to his own use.

Mr. Gardiner, prosecuting, said that the defendant and the complainant had known each other fairly well. He thought as a matter of fact that they were both opium smokers and that they used to smoke together every night. The parents of the parties had known each other for a period of about 20 years. The facts were quite simple. The defendant told the complainant that the Java-China-Japan Line had just started running a new ship, the *Tjisondari*, that he had great influence with the Company, and that he could obtain the compradoreship of the steamer for the complainant, on payment of the security, which in this case was fixed at \$1,580. Defendant a few days after this offer came to complainant and announced that he had fixed everything up all right, and then complainant handed over the security money. There was no dispute that the money was paid. The complainant continually asked the defendant about this money and the defendant declared that he had paid it to the Java-China-Japan-Line. Nothing more happened for a long time and then complainant made enquiries and found that the steamship Company knew nothing about the defendant and had never received the money.

The case was adjourned.

The defendant then gave evidence. When he left the house on August 28th, he said, the dog was muzzled and it was also muzzled when he returned.

Mr. Stephens—I think you have been advised by the Italian Consul that your dog was improperly muzzled?—He suggested to me that I should always keep the dog on a chain.

Have you done so?—No.

Did not he suggest, as you call it, that the dog was not properly muzzled?—I do not remember.

It is not convenient to remember. That is very nicely put; convenient is a very nice word for you to use. It is not worth while to ask him any more questions, your worship. I will never get to the facts. He will prevaricate. I shall not ask him any more questions.

Mr. Haywood, solicitor, who also resides at 4, The Albany, said he had never seen "Franco" without a muzzle. He always wore the one produced, which was a regulation muzzle. The dog was always securely muzzled before the defendant went out.

Mr. Stephens—Do you know anything about this dog? Have you heard anything about it fighting other dogs, or heard any complaints about it?—I have never heard anybody complain except yourself.

Have you not heard that the dog suddenly comes out and attacks dogs in the road?—No. It seems that he only attacks your dog, Mr. Stephens, but not other dogs. I have taken him out for many walks, and he has never attacked a dog.

I can tell you that he does so. He went into the house of Mr. Moore and attacked a dog there. There are general complaints about him since this troublesome affair—I think you should call witnesses.

The case would be interminable then. Besides, it is not necessary. I have proved the case sufficiently. You have been called just for a purpose and you cannot know anything about it.

In the course of his address to the Bench Mr. Stephens said it would be for the public good to make an example in that case. The dog ought to be fined, or the defendant ought to be fined, and be punished for doing such a thing. "Defendant takes no heed of the dog," added Mr. Stephens, "and Mrs. Harker cannot take care of the dog; she has enough to do to take care of the men. (Laughter.) It is a disgrace to the Colony to allow people

to have such dogs, and allow the public to be annoyed, and come into Court here and try to hold out to your worship that they were doing the right thing. They are doing a grievous wrong to the Colony, and some day it will be worse; some man, woman or child will be bitten and then it will be worse. This new Ordinance was made to meet a case which took place in March, when another assault was made on my dog. He (pointing to defendant) helped that dog to attack my dog; he made the dog do it."

Mr. d'Almada objected.

Mr. Stephens—I have a right to say so, and you are the man who assisted him to do that wrong. You are at the bottom of it. It is most abominable to have my dog bitten in this way,

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.
SUBSCRIPTION GRIFPINS.

A MEETING of Members interested in Subscription Grifpins for the 1916 Race Meeting, will be held at the Jockey Club Offices on FRIDAY, the 10th instant, at 5.15 P.M.

H. P. WHITE,
Acting Clerk of the Course.
Hongkong, 7th September, 1915. [956]

BANKRUPTCY NO. 43 OF 1914.

Re THE CHI WO & COMPANY, late of Wing Wo Lane, Victoria, Hongkong, Shipowners.

A FIRST and FINAL DIVIDEND of 33.60 per cent. has been declared in the above matter. Notice is hereby given that the above-mentioned dividend may be received at the Office of Messrs. LOWE, BINGHAM & MATTHEWS on the 11th day of September, 1915, or on any subsequent date between 10 A.M. and 12 o'clock Noon.

Creditors applying for payment must produce any bills of exchange, promissory notes or other securities held by them and must sign a receipt in the prescribed form.

Dated this 8th day of September, 1915.

C. A. DA ROZA,
Trustee. [956]

WANTED.

FIRST-CLASS American House, manufacturers of PINE TREE COAL TAIL, and ASPHALTUM-PRODUCTS WANTS GENERAL AGENT for Importation of their products and for Exportation of domestic vegetable oil, wax, gums and similar products into U.S.A.

Energetic men, best acquainted with market conditions and with financial standing only need apply.

"BROOKLYN" Office.
Care of "Daily Press" Office. [957]

WANTED.

THE Services of NURSE or good travelling AMATEUR for Children in return for first-class passage to England.

Apply to—
"C." Office.
Hongkong, 7th September, 1915. [944]

WANTED.

JAPANESE, 31 years of age, Married. Seeks position as General Work Assistant or Bookkeeper. Experience on Accounting Staff of Bank and as Clerk of Shipyard. Full investigation courted. Salary to be settled after trial.

O. SAKAI,
No. 11, D'Aguilar Street.
Hongkong, 18th August, 1915. [871]

THE HONGKONG POLICE RESERVE will hold their First PROMENADE CONCERT in the BOTANICAL GARDENS on SATURDAY, SEPTEMBER 18th, at 9 P.M.

Mrs. VILLIERS SMYTH.

THE BAND OF THE 74th PUNJABIS, under Bandmaster CHRISTIAN (By Courtesy of the Colonel Commanding and Officers of the Regiment).

THE POLICE RESERVE ORCHESTRA, under Orchestra Conductor F. GONZALES.

Charge for admission (required by the Authorities) 10 cents. Members of the Naval, Military and Police Forces in uniform will not be charged. [940]

IN THE MATTER OF THE COMPANIES' CONSOLIDATION ACT 1909, AND IN THE MATTER OF NATIONAL BANK OF CHINA, LIMITED (In Liquidation).

NOTICE IS HEREBY GIVEN that a SIXTH RETURN OF CAPITAL OF DIVIDEND at the Rate of SEVENTEEN DOLLARS (Hongkong Currency) per Share will be paid on and after TUESDAY, the 7th September, 1915, to Registered Holders of A and B Shares upon application to—

In the case of Shares on the London Register—

Messrs. LOWE, BINGHAM & MATTHEWS, Thoroas Chambers, Ingram Court,

167, Fenchurch Street, LONDON, E.C.

In the case of Shares on the Colonial (Hongkong) Register—

Messrs. LOWE, BINGHAM & MATTHEWS, New Government Building, HONGKONG.

Share Certificates must be produced for endorsement.

A. R. LOWE, Liquidator.

Hongkong, 7th September, 1915. [947]

FOR SALE.

PACIFIC MAIL S.S. CO.'S GODOWNS, Nos. 1 and 2, connected by covered alleyway—located on Section B Marine Lot No. 343, Kennedy Town, Crown Rent \$160.00 per annum, together with permanent STEEL PIER opposite Godowns, and upon which the Crown Rent is \$300.00 per annum.

STEAM LAUNCH "AMERICA" in first class condition, having been stripped and thoroughly overhauled in 1914.

2 BUOYS WITH THEIR MOORINGS, both in first class condition, having been recently thoroughly overhauled and relaid with new mooring chains.

For further information apply to—

R. C. MORTON, Agent. [858]

INTIMATIONS

THE SHANGHAI BUILDING AND INVESTMENT CO., LTD.

NOTICE IS HEREBY GIVEN that SHARE CERTIFICATE No. 33 in the name of CHEUNG TSEUNG CHI (張祥之) late of 41, Connaught Road, Hongkong, for Forty (40) Partially Paid Up Shares Nos. 1701 to 1740 in this Company, has been declared to be LOST, and the public are warned against negotiating same.

In the event of the above-mentioned Certificate not being recovered on or before the 11th September, 1915, a new Certificate will be issued, and the above-mentioned Certificate will be cancelled forthwith.

By Order of the Directors,
J. A. WATTE & Co., Ltd., Secretaries and General Managers. [857]

HONGKONG COTTON SPINNING, WEAVING & DYEING CO., LTD.

(In Vol. Liquidation).

NOTICE IS HEREBY GIVEN to all persons who were Shareholders in the above Company on 26th October, 1914, and who have not yet applied for the corresponding allotment of shares in the YANOSHIRO COTTON MILLS, Ltd., Shanghai, to which they were entitled under an Agreement dated 26th October, 1914, that unless application for an allotment is made to me on or before 17th September, 1915, the said shares will be sold without further notice.

C. BERNARD BROWN, Liquidator, Alexandra Buildings, HONGKONG. [931]

THE ROYAL HONGKONG YACHT CLUB.

NOTICE OF EXTRAORDINARY GENERAL MEETINGS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the ROYAL HONGKONG YACHT CLUB will be held at the Club House, North Point, Hongkong, on MONDAY, the 13th day of September, 1915, at 5.30 o'clock in the afternoon, when the following Resolutions will be proposed as Extraordinary Resolutions:—

1. That it is not for the comfort or convenience of the Members of the Club as a whole, or of the Subscribers or Visitors thereto, that any Member who is the subject of a Nation between which and Great Britain a state of war exists should continue to be a Member of the Club.

2. That the Articles of Association, be accordingly altered by the insertion of the following additional paragraph at the end of Article XXXII, namely:—
"Any Member who is the subject of a Nation between which and Great Britain a state of war exists shall, ipso facto, cease to be a Member of the Club and shall no longer be entitled to any of the privileges of the Club."

And Notice is hereby also given that a Further Extraordinary General Meeting of the above Club will be held at the Club House, North Point, on MONDAY, the 14th day of September, 1915, at 5.30 o'clock in the afternoon, for the purpose of rescinding the resolution of the Extraordinary General Meeting of the 13th day of September, 1915, and of confirming, if thought fit, as special resolutions, the above-mentioned resolutions.

Dated the 2nd day of September, 1915.

By Order of the General Committee,
REGINALD BROWN, Hon. Secretary.

THE ROYAL HONGKONG YACHT CLUB. Note.—If the proposed alteration in the Articles, as above, is made, the immediate effect will be that any present Member who is the subject of a Nation now at war with Great Britain will, ipso facto, cease to be a Member as from the date of such alteration. [929]

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure. Applicants should give name, age, sex, height, giving name, nationality, age, sex, height, name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th July, 1915. [738]

GIVE YOUR RAZOR A NEW LEASE OF LIFE.

Remember we do all kinds of grinding and edge making. We sharpen Clippers, Shears, Scissors, per Pocket Knives, Surgical Instruments, etc.

WE SHARPEN EVERYTHING.

CAMPBELL, MOORE & Co., LTD.

Hongkong, 22nd July, 1915. [937]

TO LET.

FROM 1st October next, OFFICES at 2, Connaught Road, at present in the occupation of Messrs. Denny & Bowley.

HOUSES in CLIFTON GARDENS, Conduit Road.

OFFICES, facing the Harbour between the Hongkong Club and Post Office.

58, THE PEAK "THE RETREAT."

21, WONG-NEI-CHONG ROAD, GODOWNS, New Prince, Kennedy Town. Apply, etc.

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. [938]

HOUSES TO LET.

TO LET.

HOUSES in "TOBACCO BUILDINGS," Kowloon. Cheap rental. Apply to—

SPANISH DOMINICAN RECOGNITION. Hongkong, 26th August, 1915. [501]

TO LET.

THE Premises No. 88, SHAMEEN, B.C., Canton, comprising DWELLING HOUSE, GODOWNS and OUTHOUSES lately occupied by Messrs. F. BLACKHEAD & Co. Apply to—

DAVID SASSOON & Co., Ltd. Hongkong, 21st August, 1915. [891]

TO LET.

NORMAN COTTAGE, No. 2, Peak Road, 4 GOOD ROOMS. Immediate possession. Apply—

PERCY SMITH, SETH & FLEMING. Hongkong, 20th August, 1915. [875]

TO LET.

HARPERVILLE, Garden Road, SEVEN ROOMS, Very Large Dining Room, immediate possession, house in excellent order. Apply—

PERCY SMITH, SETH & FLEMING. Hongkong, 20th August, 1915. [876]

TO LET.

FROM 1st September next, desirable SIX and EIGHT ROOMED Houses in Broadwood and Wong-Nai-Chong Roads, the latter commanding a Fine View of the Race Course.

For terms and particulars, apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 16th July, 1915. [767]

NOTICE.

TO LET—A HOUSE at Observatory Villa, Kowloon. Apply to—

ARRATON V. APCAR & Co. Hongkong, 6th July, 1915. [729]

TO LET.

WHOLE or PART SHOP in Chater Road. Apply—

CLARK & Co., Opticians. Hongkong, 29th June, 1915. [705]

TO LET.

OFFICES in St. GEORGE'S BUILDING, Second Floor, Overlooking Harbour. Immediate possession. Apply to—

SHEWAN, TOMES & Co. Hongkong, 3rd December, 1914. [89]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon. Apply—

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 1st March, 1915. [45]

TO LET.

FOUR-ROOMED FLATS in Hand Road, Kowloon. Immediate possession; and FOUR-ROOMED FLATS in May Road, Hongkong, with possession on or about 15th October next, English Baths and Kitchen Ranges, Hot and Cold Water, Electric Light. First Class Modern Apartments throughout, including Water Carriage System.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon. Apply to—

RUMPHREYS ESTATE & FINANCE Co., Ltd. Alexandra Buildings, Hongkong, 6th September, 1915. [858]

TO LET.

From 1st March.

GODOWN, No. 6, Duddell Street. Apply—

A. B. AVASIA, Care of E. F. SHAW, No. 1, Duddell Street. Hongkong, 2nd February, 1915. [244]

TO LET.

NO. 4, "FAIRVIEW," Nathan Road, Kowloon.

NO. 1 and 2, COLLEGE GARDENS, 6 ROOMS each, from 1st November.

NO. 3, DES VEAUX VILLAS, 53, THE PEAK, "HAZELDEN," No. 53, Robinson Road, 5 ROOMS with Garden and Tennis Court.

NO. 3, "THE ALBANY," ROOMS, in Duddell Street.

"ROSEBATH," 2, Hankow Rd., Kowloon. NO. 6, BELLIOS TERRACE, with entrance on Conduit Road.

NO. 27, BELLIOS TERRACE, with entrance in Conduit Road. In very good order. ONE GODOWN, No. 8, Burrows Street, Wanchoi.

TWO GODOWNS, in Duddell Street, "WOODBURY," No. 4, Hankow Road, Kowloon.

"WESTWARD HO," Bonham Road, "MEBION," No. 6, THE PEAK, Unfurnished (6 Rooms).

"HOGATE," Anson Road, Kowloon. NO. 2, DES VEAUX VILLAS, 61, PEAK (Unfurnished).

NO. 53, THE PEAK (CAMERON VILLAS). Apply to—

LINSTEAD & DAVIS, 2nd Floor, Alexandra Buildings, Hongkong, 6th September, 1915. [43]

INTIMATION

WE ARE SOLE AGENTS FOR

JEFFREY'S PILSENER BEER.

NEW STOCKS JUST TO HAND.

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS.

CHINA'S POLICE SYSTEM.

A mail for Europe via Siberia closes to-morrow at 4 p.m.

A first and final dividend of \$3.60 is declared by the trustee in bankruptcy of the Estate of Chi Wo & Co., late of Hongkong, shipowners.

Hon Ma Yan, who has been arrested in connection with the alleged murder of a Chinese woman at Shauiwan, was brought up at the Magistracy yesterday and formally remanded for a week.

Six scouting aeroplanes have now been presented to the War Office by residents of the Malay States. An appeal is being made to the leading men of all nationalities and communities in Malaya to help in obtaining what it appears the War Office would require to complete a Malayan Air Squadron.

The Chinese Customs authorities at Canton have notified the public that after September 15th, red typhoon signals, indicating a typhoon beyond 300 miles of Hongkong, will not be exhibited at Canton or Whampoa. As heretofore, the black signals indicating a typhoon within 300 miles of Hongkong will be exhibited at the yard-arm of the Customs Tower, Honam, at the Customs signal mast on Danes Island and at the Water Police Stations in Canton Harbour.

feature of the police system inaugurated under the Nine Years' Programme was that it was highly centralised—the Ministry of the Interior stood at the head in Peking, and there were Police Tao'tais in charge of the system in each province and lower officials in the prefectures and district magistracies. It reproduced, in short, the ordinary official system of China under which the only check on a functionary is the amount it costs to bribe his superior. A strongly centralized system of this nature, run solely by officials, can only work honestly and efficiently if it is subject to some measure of external criticism and control. This is supplied in England and other Western nations by the Press and by independent Law Courts where the police have no more authority than the person they are prosecuting. In China, however, the police control the Press and an obnoxious paper is speedily suppressed; the check that should be furnished by the necessity of proving their case before an impartial tribunal has also failed, for the police preceded the Law Courts instead of the reverse process, as would be proper, taking place. (It is worthy of note in this connection that Sir ROBERT PEEN's Metropolitan Police Act was not passed until 150 years after the Habeas Corpus Act; although a police force should theoretically have been established over the whole of China by now, she possesses no provisions for enforcing the speedy trial of persons arrested, whence it naturally follows that her police force is a convenient instrument for tyrannical methods). The main ground of complaint against the present system is not, then, its inefficiency so much as the way in which it lends itself to malpractices; it would be rash to claim that the old system was more efficient, but the measure of popular control to which it was subject must unquestionably have served to check the growth of the grosser abuses. When the people themselves appoint their own constables and elect the superintendent or captain, popular opinion becomes a very potent force in the control of the organization, and as each unit (a street or ward in a town, or hamlet in the country) engaged the constables for that particular unit, it was practically impossible for any serious malpractices to remain undiscovered. The contrast between these two systems of policing represents really the essential difference between the two ideals of government with which China is confronted; the old system was perhaps unscientific and largely out-of-date, but under the surface popular opinion had a very large influence, so much so that Professor GILES spoke of China under the Manchus as being under a "paternalistic" form of government, autocratic in name but democratic in reality. The new system, with all its schemes of federated provinces, electoral colleges, and so forth, may be a marvel of scientific precision, but in such a land as China, it would stifle under a dead weight of machinery the voice of the inarticulate masses. Just as the old, rough-and-ready, democratic police system was better suited to China's needs than the newly-invented centralized organization, so, we believe, the sober commonsense of the Chinese people is working out for themselves a form of democratic government far better adapted to their needs than was the boasted Constitution that was to have brought about the millennium for them.

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THE WAR.

BRITAIN'S NAVAL POWER.

"TREMENDOUS REVELATION OF EFFICIENCY."

SINKING OF THE "HESPERIAN."

NEW AMERICAN SENSATION.

GERMANY'S DEARTH OF MEN.

GREAT BOMBARDMENT CONTINUES.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

THE INVINCIBLE BRITISH FLEET.

"A TREMENDOUS REVELATION OF EFFICIENCY." THE SUCCESSFUL WARFARE AGAINST SUBMARINES.

PARIS, September 7th. Pierre Millo, who with other distinguished Frenchmen has just concluded a visit to the British Fleet, contributes an article to the *Temps* in which he says that the British naval strength is not merely formidable but invincible. Britain will remain the mistress of the seas.

The British, he says, have sunk so many German submarines that they seem to desire a continuance of submarine activity. Owing to the terror which this has inspired among German seamen for submarine work the German Government has adopted the subterfuge of asking for volunteers for Zeppelins.

Referring to the damage sustained by British units in action Pierre Millo says that in the North Sea battle of January 24th two principal British ships received one fifteen heavy shells, the other eight. The latter had a funnel holed and was also traversed by a shell near the engine-room, while several were killed aboard the former vessel, but neither lost an inch of speed nor a whit of its attacking power.

The French visitors were authorised to reveal the gigantic effort of the British Admiralty to make arsenal forts which are the largest in the world. Hundreds of large battleships lie there while auxiliaries of every kind can be counted by thousands.

AN AMERICAN'S VISIT TO THE FLEET.

NEW YORK, September 7th.

The famous American author Frederick Palmer tells the American people of an interesting visit to the British Grand Fleet during the past week.

The sight, he says, was a tremendous revelation of efficiency. Enormous progress had been made since the outbreak of the war. He saw dry-docks for the largest Dreadnoughts which had been built since the war began.

He was shown charts marking the graves of German submarines and where submarines had been attacked, and the results were classified under headings—captured, sunk, supposed sunk. He asked the officers how they got them. The officers replied: "Sometimes by ramming; sometimes by gunfire; sometimes by explosives; and also in many other ways which we do not tell." All branches of the service envy the submarine-hunters' great sport.

Mr. Palmer makes the illuminating announcement that Great Britain has 2,300 trawlers, mine-sweepers and auxiliaries keeping the blockade from the English Channel to Iceland, manned by Reservist crews who are extraordinarily zealous.

Then the battleships and cruisers were seen at gun practice. An officer explained: "We keep at it all the time."

[THROUGH REUTER'S AGENCY.]

SINKING OF THE "HESPERIAN."

SUBMARINE SEEN BY PASSENGERS.

LONDON, September 6th.

The submarine which torpedoed the *Hesperian* was seen by several passengers who were on the deck of the liner. Before the torpedo struck the starboard side the quartermaster shouted from the forward deck: "Submarine on starboard quarter!" Then a short, startling silence was followed by an explosion.

A Miss Carberry and another elderly lady have died from shock and injuries. WHEN THE TORPEDO STRUCK.

Dusk was gathering when the *Hesperian* was torpedoed. Passengers were sitting on the deck after dinner, and the sea was like glass, when suddenly the quartermaster shouted: "Submarine on the starboard quarter." It was also seen by several passengers. The torpedo struck almost immediately forward of the engine room, and the shock tilted the deck chairs. A vast column of water rose mast high and fell on the deck, being mingled with fragments of iron and drenching every one near.

CREW'S MAGNIFICENT BEHAVIOUR.

The Captain and crew were magnificent in their coolness. The water-tight doors were promptly closed and the boats quickly lowered and filled with women and children, and afterwards with other passengers, but in two cases the falls jammed, and the occupants of the boats were thrown into the water. It is believed that all but two ladies were saved, and these succumbed to shock.

In response to a wireless message three Government tugs hastened to the scene, the first arriving within an hour, picking up the occupants of the boats. The bulk of the crew remained aboard attempting to get the wounded liner into Queenstown, till she sank.

HOW THE "HESPERIAN" SANK.

The *Hesperian* sank near where she was torpedoed. Two steamers took the liner in tow but little progress was made, especially as the engines of the *Hesperian* were disabled, and the pressure of the water eventually broke the bulkhead. The Captain and Officers and the remainder of the crew have arrived at Queenstown.

3,000 SACKS OF MAILED SUNK.

The *Hesperian* is stated to have had 3,000 sacks of mails on board, which went down with the liner.

TWENTY FIVE PERSONS MISSING.

The Allan Line states that twelve passengers and thirteen of the crew are missing.

GERMANY'S GOOD FAITH DISBELIEVED.

The outrage is regarded as destroying the last shreds of belief in the good faith of German assurances to America, as there is no question of the submarine commander not being aware of the *regime*, since, according to Count Bernstorff, the decision to warn liners prior to sinking them had been adopted before August 19th.

FEELING IN AMERICA.

The torpedoing of the *Hesperian* has caused much excitement and grave apprehension among the American public. President Wilson and Mr. Lansing have refused to comment, but the feeling in official circles in Washington is that "friendly relations are again endangered."

AMERICAN INVESTIGATION.

The American Naval Attaché is proceeding to Queenstown to investigate the sinking of the *Hesperian*.

A BERLIN ANNOUNCEMENT.

AMSTERDAM, September 6th. A Berlin announcement warns the people that details regarding the sinking of the *Hesperian* must be awaited as to whether the liner was actually torpedoed.

POPULAR HEROES GIVEN COMMISSIONS.

LONDON, September 6th.

Sergeant O'Leary and Private Dwyer, who were recently awarded the Victoria Cross, have been given commissions in the Northumberland Fusiliers.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

INTENSE BOMBARDMENT CONTINUES.

FRENCH AIRCRAFT ACTIVE.

PARIS, September 6th. 5.5 a.m.

An intense bombardment with guns of all calibres is still maintained, especially in the Arras and Champagne regions. There has been fierce bomb fighting against the Crown Prince's army in Argonne.

A communiqué says that aircraft bombed the German barracks at Dieuze Morhange.

PARIS, September 7th. 1.45 a.m.

A communiqué states:—Artillery actions continue along the whole front. Our batteries north of Arras greatly damaged the German trenches.

The artillery duel was particularly keen in Champagne. There was fighting with heavy bombs in the Vosges.

As a reprisal for the German aeroplane bombardment of Lunéville on September 1st, when the airmen made a special mark of the most populous quarters and market, forty French aeroplanes today bombarded the station, factories and military establishments of Saarbrücken, doing great damage.

A German aeroplane was obliged to land at Calais. The aviators were captured.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

STILL HOLDING ON. SIGNIFICANT GERMAN ORDER.

PEROGRA, September 7th.

A communiqué indicates that the positions generally are unchanged. An attempt by the enemy to take the offensive, especially in the district of Volkovysk, was crushed, while Russian counter-attacks at various points resulted in the capture of several hundreds of prisoners. Experts at Petrograd infer from the recent repeated proofs of the ability of the Russians to counter-attack that the munitions crisis has been relieved, if not wholly overcome.

The German success at Friedrichstadt is not yet equivalent to a direct menace to Riga, as they must first force the Dwina bridging, which is most difficult owing to the swift current.

A recent order of the German General Bulow to his troops said: "You must make another effort to force the Dwina and seize Riga. There you will rest for the winter, preparatory to advancing on Petrograd in the Spring."

DESTRUCTION OF BREST LITOVSK.

"WORSE THAN MOSCOW IN 1812."

LONDON, September 6th.

A Dutch correspondent, who entered Brest Litovsk with the Austrians, writes:—"It could not have been worse in Moscow in 1812." He vividly pictures the invaders rushing through lanes of burning houses to find something to eat and drink, in, perhaps, some forgotten alley, but not a crust of bread was left. Every house was fired and not a soul was visible out of the 53,000 inhabitants, except one miserable family whose only possessions were a few chairs and a cradle.

GERMANS ALMOST AT A STANDSTILL.

AMSTERDAM, September 6th.

A Berlin communiqué to-night shows that the Germans are almost at a standstill in Russia. General von Hindenburg's armies are held up, Prince Leopold is still fighting in the swamps, and General von Mackensen is fiercely engaged in battle. Nothing is happening in Galicia.

THE NEAR EAST

[THROUGH REUTER'S AGENCY.]

OPERATIONS IN GALLIOLI. BRITISH MAKE FURTHER PROGRESS.

PARIS, September 6th.

According to a French official announcement, the British in the "Anzac" zone have made fresh progress since the end of August.

GENERAL.

[THROUGH REUTER'S AGENCY.]

AUSTRO-GERMAN AMBASSADORS' INTRIGUES.

FURTHER EXPOSURE OF DISHONOURABLE METHODS.

LONDON, September 6th.

An interesting sequel to the recent revelations of German machinations in the United States has followed the recent detention at Falmouth of an American correspondent en route to the Continent, on the grounds of his performing an unneutral service in carrying despatches from the Austro-German Ambassadors at Washington to their Governments. The documents were confiscated and the correspondent released.

The *New York World* learns that the documents seized fully implicate the Embassies. They include one in which the Austrian Ambassador says:—"We can disorganize the manufacture of munitions at the Great Bethlehem Works and other centres for months." He adds that in the opinion of a German Military Attaché this is of the greatest importance, and fully outweighs the expenditure of money involved.

AMERICAN FEELING.

NEW YORK, September 7th.

The admission of the Austrian Ambassador, Dumba, that he wrote the letter mentioned to-day has provoked the strongest feeling in America. The papers bitterly denounce Dumba.

The *New York World* urges that he be given his passports, and accuses him of inciting civil war and abusing American hospitality by betrayal, which was as base as anything in the annals of diplomacy.

The *New York Times* says that four days after Mr. Lansing had refused to grant Austria's request for an embargo on munitions Dumba was deliberately planning, by secret means, to secure Austria's ends by bribing the workmen to strike.

The *New York Herald* declares that Captain Honapan, the German Military Attaché, is equally in the mire, and suggests that he should accompany Dumba home.

Dumba protests that there are thousands of Austrians and Germans working in the steel works whose duties constitute a crime against their countries.

TRADE UNIONISM AND THE WAR.

DEALING WITH WAR CONDITIONS.

LONDON, September 7th.

Mr. J. A. Seddon, in the course of his Presidential address at a Trades' Union congress at Bristol, dwelt on war conditions. Sympathising with the Belgian Labourites he said that their British comrades were determined that Belgium should be restored to them before peace was declared. The contest was a death grapple for freedom. Prussian militarism, with its proved rapine, cruelty and murders, must be destroyed. He deprecated any aggressive militarism in Great Britain, and pointed out that colossal numbers of workmen were with the colours. The workmen were not prepared to be bled by financial vultures and the result had been strikes and the demands for increased pay. These were justified by the unwillingness of employers to disclose their profits. He asserted that food prices and war profits were the chief causes of the labour unrest, and it was the Government's duty to equalise the burdens of all classes. Mr. Seddon also pointed out proudly how the labourites were increasing the output of munitions.

The most important resolution to be passed at the forthcoming proceedings is that supporting a voluntary system of recruiting against conscription. Other resolutions concern food prices, female labour and war regulations.

"RANJI" MAKING GOOD PROGRESS.

LONDON, September 7th.

Prince Ranjitsingh's eye injury is progressing much more favourably now, and it is not expected that he will lose the sight of the eye.

[THROUGH REUTER'S AGENCY.]

GERMAN MACHINATIONS IN PERSIA.

BRITISH CONSUL WOUNDED.

LONDON, September 7th.

A telegram from Teheran reports that the British Consul-General at Ispahan was attacked and slightly wounded while returning from his morning ride. An Indian sowar escort was killed.

German agents have been lavishing money and arms in the disaffected regions of western Persia, and the German Legation in Teheran and the German Consulate at Ispahan are literally armed camps.

GERMANY'S PRODIGALITY OF LIFE.

DIFFICULT QUESTION OF EFFECTIVES.

PARIS, September 6th.

A communiqué says that the German authorities are making a return of men from 46 to 50 years of age. This shows that Germany is pre-occupied with the difficult question of effectives. After a year of war and of prodigality of human life she has no more men at her disposal than those of the 1917 class, less those who have volunteered.

BIG GRAIN FIRE IN AMERICA.

ATTRIBUTED TO GERMAN PROPAGANDISTS.

NEW YORK, September 6th.

One of the largest grain elevators in America, at Newport News, containing half a million bushels of grain destined for Great Britain, has been destroyed by fire. Two British steamers escaped undamaged. The police believe that the fire was due to incendiaryism by German propagandists.

SHELL EXPLODES IN LONDON PARCELS' OFFICE.

LONDON, September 6th.

A shell sent as a memento by a soldier in France exploded in the Central Parcels' Office in London, wounding Major-General Sir Desmond O'Callaghan and others.

General O'Callaghan was conveyed to hospital.

CARDINAL GIBBONS' PEACE MESSAGE.

ROME, September 6th.

The Vatican has issued a statement that Cardinal Gibbons was not the bearer of any special message from the Pope to President Wilson. Cardinal Gibbons, however, is thoroughly acquainted with the Pontiff's ideas and aims.

THE NATIONAL REGISTER.

LONDON, September 7th.

The Government has appointed a committee of twenty members, with Lord Lansdowne as Chairman, to deal with questions arising out of the National Register, including the determination of what trades shall be excluded from recruiting.

AUSTRO-ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

PROGRESS OF THE ITALIANS.

ROME, September 7th.

A communiqué states that the Italians in the Piave basin attacked and routed the enemy who were unshaken on the slopes, capturing a quantity of booty. The Italians likewise ejected the Austrians from a wood in the upper Isonzo, from which they had been harassing the Italians.

OBITUARIES.

SIR CHICHELE POWDEN.

LONDON, September 6th.

The death is announced of Sir William Chichele Powden, K.C.S.I.

[The deceased gentleman was born in 1832. He entered the Bengal Civil Service, and was Census Commissioner in India, Secretary of Board of Revenue of N.W. Provinces, and a member of Legislative Council, Calcutta. He sat as Member of Parliament for West Wolverhampton, 1886-1892.]

SIR JOHN MICHAEL FLEETWOOD FULLER.

LONDON, September 6th.

The death is also announced Sir John Michael Fleetwood Fuller K.C.M.G.

[The late baronet contested Chippenham, 1892; Bath 1895; Salisbury 1897, all unsuccessfully. He was A.D.C. to the Viceroy of India, 1894-5, and sat as Liberal M.P. for Westbury (Wiltshire) 1900-11; was a Junior Lord of the Treasury, 1906, and Vice-Chamberlain H.M.'s Household, 1907. From 1911 to 1914 he was Governor of Victoria, Australia.]

Fortify yourself with Bovril

IT MUST BE BOVRIL

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INAPIER JOHNSTONE'S
"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
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SOLE AGENTS IN HONGKONG
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and from ALL WINE MERCHANTS.

Over 50 years ago the late Lord
Bessborough testified to the benefits
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CURE, and every post brings
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FAMED FOR 40 YEARS.
Sold in stores by all
Chemists and Druggists
throughout the Country.
Beware of Imitations.

APIOLINE
(CHAPOTEAUT)

For functional troubles, delay, pain
and those irregularities peculiar to
the sex.

Prescribed by the highest French
Medical authorities and superior to
T. S. V., steel drops and Pains royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES RHEUMATISM, NEURALGIA, MIGRAINE, SCIATICA, LUMBAGO, GOUT, GRAVEL, CALCULI, BRUISES, SWELLINGS, INFLAMMATIONS, FEVERS, AND ALL AFFECTIONS OF THE BLOOD.

THERAPION No. 2
CURES BLOOD POISON, BAD LEGS, SKIN Eruptions, ETC.

THERAPION No. 3
CURES CHRONIC WASTING, DEBILITY, LUSTIG, GOUT, GRAVEL, CALCULI, BRUISES, SWELLINGS, INFLAMMATIONS, FEVERS, AND ALL AFFECTIONS OF THE BLOOD.

THERAPION No. 4
CURES CHRONIC WASTING, DEBILITY, LUSTIG, GOUT, GRAVEL, CALCULI, BRUISES, SWELLINGS, INFLAMMATIONS, FEVERS, AND ALL AFFECTIONS OF THE BLOOD.

Rest and Comfort for the mother and health for the baby
They resemble healthy human milk in composition, nutritive value and digestibility.
Babies fed on the "Allenburys" Foods invariably thrive well.

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MILK FOOD No. 1. MILK FOOD No. 2. MALTED FOOD No. 3. The 'Allenburys' RUSKS (Malted)

From birth to 3 months. From 3 to 6 months. From 6 months upwards. From 10 months upwards.

See Pamphlet "Infant Feeding and Management" sent free.

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SHIPPING IN PORT.

STAMERS.
ANTO MARU, Japanese str., 5,738, H. S. Smith, 30th August—Mojito 25th August, Coal and General.—Chinese.
AZUMASAN MARU, Japanese str., 2,950, 22nd August—Wakamatsu 16th August, Coal—Mitsui Bussan Kaisha.
BANRI MARU, Japanese str., 2,423, Mitsui, 25th September—Samarang 2nd September, General.—Dodwell & Co.
CHIKUWA, British str., 1,676, Sidford, 5th September—Obu 1st September, General.—Order.
DAGFIN, Norwegian str., 697, A. I. Salvason, 31st August—Kishon 28th August, General.—Chinese.
DAIHOKU MARU, Japanese str., 2,635, Nakagawa, 4th September—Java 19th August, Sugar.—Order.
DEVAWONGSE, British str., 1,647, C. W. Shearer, 5th September—Saigon 1st September, Rice.—Order.
DRUDAL, Norwegian str., 1,102, J. Bing, 5th September—Bangkok 27th August, General and Coal.—Order.
FRITHOF, Norwegian str., 891, J. Christensen, 2nd September—Bangkok 26th August, Rice.—Chinese.
FUKUO MARU, Japanese str., 3,173, K. Okasahi, 1st September—Mojito 31st August, Coal.—Mitsui Bussan Kaisha.
HAIMUN, British str., 612, A. H. Stewart, September 5th—Swatow September 4th, General.—Douglas Laiprak & Co.
HONGKONG, French str., 739, A. Marguerite, 28th August—Haiphong 26th August, General.—A. R. Marty.
KEIO MARU, Japanese str., 1,116, D. Imadzu, 4th September—Fakhoi 2nd September, Rice.—Order.
KUNWONG, British str., 1,428, W. F. Richard, 1st September—Shanghai via Swatow 20th August, General.—Jardine, Matheson & Co.
MONTAGNE, British str., 3,953, F. L. Davison, 5th September—Vancouver, B.C., 8th Aug., Mails and General.—P. M. Co.
MONREY, British str., 1,338, Stalker, 31st August—Saigon 27th August, Rice.—Order.
MUNCASTER CASTLE, British str., 3,260, MacDonald, 6th September—Manila 3rd September, General.—Dodwell & Co.
NISSE MARU, Japanese str., 842, Y. Nakase, 24th August—Bangkok 12th August, Rice.—Chinese.
NORD, British str., 1,067, W. Tuigey, 29th August—Singapore 19th August, Cane Oil.—Asiatic Petroleum Co.
PAKHOI, British str., 1,227, Arthur Tucker, 28th August—Saigon 23rd August, Rice.—Butterfield & Swire.
QUANTA, British str., 4,000, G. Hooker, September 4th—Bangkok August 28th, Rice.—Butterfield & Swire.
SANUKI MARU, Japanese str., 3,723, B. Tsuda, 5th September—Mojito 31st August, General.—Nippon Yusen Kaisha.
SINGAN, British str., 1,055, G. D. Mills, 5th September—Kulubogan, P.I., 1st September, Sleepers.—Butterfield & Swire.
SINKING, British str., 1,010, C. Williams, Sept. 5th—Shanghai Sept. 2nd, General.—Butterfield & Swire.
TAISHO MARU, Japanese str., 2,714, T. Ogawa, 5th September—Geraldton (Australia) 16th August, General.—Order.
TAIYO MARU, Japanese str., 3,491, H. Kato, 23rd Sept.—Java 2nd July, Sugar and Mo.—Java-China-Japan Line.
TANAN MARU, Japanese str., 30th August—Hongay 22nd August, Coal.—Dodwell & Co.
TAMON MARU, Japanese str., 1,142, J. Kasai, 3rd September—Quilhon, General.—Order.
TARO MARU, Japanese str., 2,324, K. Miyasaki, 5th September—Mojito 30th August, Coal.—Mitsui Bussan Kaisha.
TELEMACHUS, British str., 2,133, A. Fraser, September 5th—Saigon August 31st, General.—Order.
TENYO MARU, Japanese str., 13,395, S. Togo, September 4th—San Francisco August 7th, General.—Toyo Kisen Kaisha.
TONGLE, Chinese str., Honda, 27th August—Bangkok 26th August, Rice.—Chinese.
TRIGONIA, Dutch str., 1,056, F. Vijgeboom, 31st August—Shanghai 27th August, Ballast.—Asiatic Petroleum Co.
TSINGTAU MARU, Japanese str., 1,529, K. Yamaki, 31st August—Chingwantao 24th August, Coal.—Dodwell & Co.
TUNGHAN, British str., 2,269, Geo. Mir, 3rd September—Chingwantao 27th August, Coal.—Dodwell & Co.
UNKAI MARU, Japanese str., 1,988, G. Kamakaki, 3rd Sept.—Wakamatsu 20th August, Coal.—Mitsui Bussan Kaisha.
YUNNAN, British str., 1,200, Robertson, 3rd September—Swatow 2nd September, Ballast.—Butterfield & Swire.

ON SALE.

RATES OF EXCHANGE AT BOMBAY
For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Average for 36 years.
From 1874 to 1905.
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THE TWO NAVIES.

MR. BALFOUR ON OUR ACHIEVEMENT.

A REPLY TO GERMAN BOASTS

Following is the full text of the letter addressed by the First Lord of the Admiralty to Mr. Tuohy, of the *New York World*:

July 31st, 1915.

DEAR MR. TUOHY,—I am obliged to you for showing me a copy of the communication from Count Reventlow entitled "A Year of Naval Warfare," which has just been published in the *New York World*. I am not quite sure that I comprehend the purpose with which it has been written, but in accordance with your desire I am making a few observations upon its contents.

The introductory paragraph calls for comment from me. Count Reventlow explains why the German Fleet was not completed during the 13 years which have elapsed since the first Navy Bill, and recounts some of the political misadventures of the German Government through which, as he believes, the German Fleet in the North Sea has been put in a position of numerical inferiority. These are points on which perhaps Count Reventlow speaks with authority; in any case they only concern his own country. But when he incidentally declares that England "desired to attack Germany," he blunders into a controversy where he will hardly receive so respectful a hearing. The world, though he may not know it, has long made up its mind as to who is the aggressor in the present war; and I should have thought it hardly worth his while to repeat such charges outside the limits of the German Empire.

The main purpose, however, of Count Reventlow's communication is to praise the performances of the German Fleet; and certainly it is no purpose of mine to belittle the courage or the skill of the sailors composing it. I doubt not that they have done all that was possible both in the honourable warfare to which doubtless they were inclined, and in the dishonourable warfare required of them by their superiors. But what, in this the first year of the war, have they accomplished by either method? He tells us that we—the British—have failed to induce the German Fleet to come out and fight—and certainly we have. So far the German Fleet has thought it wise to avoid engaging a superior force, and I am the last person to blame them. But this surely is hardly to be counted as a triumph of either tactics or strategy; it is a military exploit which, however judicious, would be well within the competence of the least efficient fleet and the most incapable commander.

FAILURE OF THE HIGH SEA FLEET.

The truth is that the German High Sea Fleet has so far done nothing, and probably has not been in a position to do anything. At the beginning of the war we were told that by a process of continual attrition it was proposed to reduce the superior British Fleet ship by ship until an equality was established between the two antagonists. The design has completely failed. The desired equality is more remote than it was 12 months ago; and this would be true even if certain extraordinary misstatements about such small actions as have occurred in the North Sea had any foundation in fact. He tells us, for example, that in the skirmish of August 26th, when some German cruisers were destroyed, the English squadron suffered heavy damage. This is quite untrue. He tells us, again, that in the skirmish of January 24th last when the *Blücher* was sunk, the British lost a new battle cruiser (the *Tiger*). This is also untrue. In that engagement we did not lose a single ship. I do not know that these misstatements are of any great moment. But for the benefit of those who think otherwise, let me say that in no sea fight except that off the coast of Chile has any ship of the English Fleet been either sunk or seriously damaged.

WAR ON CIVILIANS.

Apart from these purely imaginary triumphs, the only performance of German warships in the North Sea on which Count Reventlow dwells with pride and satisfaction is the attack by some German cruisers on undefended towns in Yorkshire. This exploit was as inglorious as it was immoral. Two or three fast cruisers came over the North Sea by night; at dawn they bombarded an open watering-place; they killed a certain number of civilian men, women, and children; and after an hour and a half of this gallant performance retired to the safety of their own defended waters. Personally, I think it better to invent stories like the sinking of the *Tiger* than to boast of such a feat of arms as this.

But in truth, if anyone will examine Count Reventlow's apology for the German High Sea Fleet, he will find that it amounts to no more than praise of German mines and German submarines. There is no doubt that German mines, scattered at random and with no warning to neutrals, have been responsible for the destruction of much neutral shipping and of some vessels of war. The first result is deplorable; the second is legitimate. Mine-laying is not, indeed, a very glorious method of warfare; though, used against warships, it is perfectly fair. But something more must be said about submarines. Anybody reading Count Reventlow's observations would suppose that submarines were a German invention and that only German foresight had realized that their use would necessitate a modification in battle fleet tactics. But this truth has been amongst the commonplaces of naval knowledge for years past, and was no more hid from Washington and London than from Berlin and Vienna. What was new in the German use of submarines was not their employment against ships of war, but their employment against defenceless merchantmen and unarmed travellers. This, it must be owned, was never foreseen either in Washington or London. It is purely German. But Count Reventlow is profoundly mistaken if he supposes that, during the year which has elapsed, these murderous methods have affected in the slightest degree the economic life of England; what they have done is to fix an indelible stain upon the fair fame of the German Navy.

THE KITCHENER OF RUSSIA.
A PERSONAL IMPRESSION OF THE GRAND DUKE.

The Right Rev. Herbert Bury, Anglican Bishop for North and Central Europe, is the writer of the following:—
Last year I attended the picturesque and impressive service commonly known as "the Blessing of the Neva," though the same service is held at the same period of the year all through Russia, and is called "the Blessing of the Waters." It is held at Petrograd, just outside the Winter Palace, which stands upon the bank of the river, only separated from it by the road; and the actual ceremony itself, when the water is blessed in a silver basin, takes place in a small temporary pavilion close to the Neva.

And even then, though I had never seen him before, nor indeed heard much about him, it was the Grand Duke Nicholas' personality which at once attracted me and riveted my attention.
He is a very tall man, standing up above everyone else and had a very serious, almost sad, expression of face as he moved to and fro, seeing that all was in order and as it should be, from time to time he gave directions, and sometimes for those he stood on some raised place, and his voice sounded out in rich and resonant tones over the whole assembly, and was apparently used without any effort.

His voice, indeed, is one of the striking things in his personality, for it is not only very deep, strong, and clear, but it has a peculiarly round and satisfying effect upon the ear; and it seemed to me, especially in the final directions, that the soldiers listened as though they loved just to hear him speak. They were not only very attentive to everything he said, but their faces lit up with a kindly and appreciative expression as if they felt perfectly sure of his sympathy for them and interest in them.

It is not possible to say all one would like in a short article like this, and some things one is not allowed to say, but I would like to mention three qualities which everyone knows him to possess, and which would make any man a worthy leader of others.
1.—He is a man of quick decision in emergencies. When the German lines were within a few miles of Warsaw the Grand Duke had to act very suddenly, and very summarily, one night at a very critical time, and did not hesitate to use very drastic measures indeed.

2.—There is the fact that he has gathered round him some of the best and strongest men in Russia. I remember Archbishop Temple once saying that his definition of a strong man was one "who wherever you put him will grow." I have no doubt the Grand Duke has grown in this way since the war. But there is also this to be noticed: that while the weak gather weak and inefficient folk into their surroundings, the strong invariably do the very opposite and attract strong and efficient and able people to them. I believe this to be an infallible sign of real grit and strength of will, and the Grand Duke Nicholas attracts to himself and holds the respect and regard of just such really strong and competent men.

3.—There is his modesty and real humility, that spirit, as the Apostle puts it, of "not thinking of himself above that he ought to think," which is one of the marks of real greatness. Not only does he take care to get the best and most efficient men for his suite or for his various commands, but he is always willing to listen patiently and carefully to their counsel. He has been known in consequence to have been perfectly willing to change his plans at the eleventh hour. And this is a special thing to remember—he has no desire for popularity or public applause; he does not care who gets the praise and credit provided that the thing is done.

THE GRAND DUKE'S MEN.

MANILA RAILWAY.
The accounts of the Manila Railway for 1914 show that the net receipts from the holdings in the Manila Railroad Company total £207,115, the balance remaining after meeting expenses, being £182,645. Twelve months ago there was a net revenue balance of £218,682. The sum brought into the year under consideration was £123,940, and last July the dividend of 1 per cent. on the 5 per cent. non-cumulative Preference stock was met, as before, leaving £236,625 available for distribution. The interest on the A and B debentures and the debenture stock absorbs £192,420, leaving £294,205, of £29,735 less than a year ago, to be carried forward. Accompanying the report are the figures of the Manila Railroad Company for 1914, and they reveal a surplus balance of £9,111, which has been placed forward. The decreased earnings of that undertaking are the outcome of a great extent of decisions making interest charges applicable to revenue; another reason being the general business depression through the European war. The islands were visited last year by several typhoons, the most severe being in September last. Locusts were very bad and rinderpest prevailed in most parts of the island. All things considered, the results shown cannot be regarded as unsatisfactory. The traffic prospects for 1915 are poor, the rice and other crops having partially failed, and the war still causing business depression.

HOW TO MANAGE A WIFE.
Advice on how to manage a wife was given by Mr. Fordham, the magistrate, at West London, to a young man who applied for a separation order against his wife, complaining that she drank, and on Sunday would not prepare any meals. "Try coaxing her," said the magistrate, "and perhaps she will give you your dinner. Talk nicely and say pretty things to her. Take her in some sweeds now and again, and pay her some compliments. Make the best use of her, and perhaps she will make the best use of you."

IN FOR IT.

Whilst waiting for their trains at a railway station two of our Tommies entered into conversation as follows:—
First Tommy: "Hello, matey, what regiment have you joined?"
Second Tommy: "The 2nd."
First Tommy: "What's the red ribbon round your arm for?"
Second Tommy: "I've been vaccinated in two places."
First Tommy: "Good Heavens, I'm in for it hot. Why, man alive, I've joined the 14th!"

SHIPPING

ARRIVALS.

CANADA MARU, Japanese str., 3,138, T. Suruga, 7th September—Tacoma, General. Osaka Shosen Kaisha.
HANOI, French str., 730, Marvan, 7th September—Haiphong 4th September, General.—A. R. Marty.
HONGKONG, British str., 2,056, 7th September—Singapore 1st September, General. Chinese.
KUBIKOW, British str., 1,218, Forsyth, 7th September—Tientsin 1st September, General.—Butterfield & Swire.
LOONGSANG, British str., 1,093, W. G. G. Leach, 7th September—Manila 4th September, General.—Jardine, Matheson & Co.
STANDARD, Norwegian str., 1,461, O. Johansen, 6th September—Saigon 2nd September, Rice.—Thorsen & Co.
TALLIWONG, Dutch str., 3,061, A. De Amburgh, 7th September—Batikpapan 21st August, General.—Java-China-Japan Lijn.
TITABOON, Dutch str., 4,070, J. P. Scholter, 7th September—Batavia 31st August.—Java-China-Japan Lijn.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.
September 7th.
KWONGSANG, British str., for Swatow.
KWONGHONGWAN, French str., for Hoihow.

DEPARTURES.

September 7th.
AKI MARU, Jap. str., for Shanghai.
CHUAN, British str., for Swatow.
HAKUTO MARU, Jap. str., for Batavia.
HAIYANG, British str., for Swatow.
HUB, French str., for Kwongchowwan.
KAIFONG, British str., for Hoihow.
LIANGCHOW, British str., for Shanghai.
MANGCHUA, Jap. str., for S. Francisco.
RANGCOON MARU, Jap. str., for Singapore.
SHINON, British str., for Saigon.

PASSENGERS.

ARRIVED.
Per Kueichow, from Tientsin, for Hongkong, Messrs. Laing and Sussman, Professor Middleton Smith, Mrs. Spienakow and two children.

DEPARTED.
Per Aki Maru, for Seattle, etc., Mr. and Mrs. Kaus and two children, Mr. A. Gallotti, Mr. and Mrs. H. Goldberger, Mr. D. Mahla, Mr. and Mrs. A. E. Plavell, Master Stanfield, Miss Stanfield, Master F. Dixon, Master W. Lyough, Mr. Francis Kroesen and servant, and Mr. U. Housay.
Per Anchuria, for San Francisco, etc., Miss A. Varian, Mr. R. W. R. Orcutt, Mr. and Mrs. R. E. Forrest, Miss Elsie P. McCloskey, Mr. and Mrs. A. Caldwell, Mr. and Mrs. B. S. Donahue, Mr. Photch Henderik, Mr. C. C. Black, Miss B. Callender, Mr. Wm. R. Ocker, Mr. J. R. O. Vieira, Mr. Otto Andersen, Mr. P. H. Holyoak, Miss Aycock, Mr. W. D. Bush, Mr. M. J. Patell, Miss M. Johnson, Dr. R. C. Longfellow, Mr. P. Nelson, Miss M. Caldwell, Mrs. C. von Vorst, Mr. A. O. Munnart, Rev. C. R. Callender, Master C. R. Callender, Mr. E. J. Siger, Mr. Patrick Keirnan, Miss M. J. Hoyoak, Miss A. Pugh, Mr. B. Razon, Mr. Sydney K. Cohen, Rev. H. Werlein, Miss L. von Vorst, Rev. and Mrs. Wm. Smith and infant, Mrs. C. R. Callender, Master P. Callender, Bishop and Mrs. H. B. Restarick, Miss D. M. Holyoak, Miss P. Delgado, Miss R. B. Garces, Rev. Guillermo Garcia, Rev. J. Herrera, Rev. M. Garcia, Mr. B. Brodsky, Rev. J. V. de la Guardia, Rev. P. Perez, Rev. J. M. Arguelles, Rev. F. del Olmos, Rev. J. Whitley Perkins, Rev. L. Milto, Rev. J. M. Barreiro, and Mr. J. W. Bolles.

VESSELS EXPECTED.

MERCHANT STEAMERS.

The str. Glenloch is expected to arrive here from London on Saturday, the 11th inst.

INDO-CHINA LINE.

Yatshing, from Calcutta, is due in Hongkong to-day.
Mansang, from Sandakan, is due in Hongkong to-morrow.
Hinsang, from Sandakan, is due in Hongkong 10th September.
Fooksang, from Calcutta, is due in Hongkong 11th September.
Kunsang, from Calcutta, is due in Hongkong 17th September.

SHIRE LINE, LIMITED.

Carnarvonshire, from London, is due in Hongkong 29th September.

INDRA LINE, LIMITED.

Saint Egbert, from New York, is due in Hongkong 20th September.

AGENTS, FRANK WATERHOUSE & CO., SEATTLE.

Unkai Maru, from Moji, is due in Hongkong 20th September.

LATEST STEAMER MOVEMENT.

The str. Nankin left Singapore for this port on the 7th inst., morning, with the outward English mails, and is due here on the 12th inst., at about 7 a.m.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG FOR DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage or Silver

FROM 1893 TO 1909:

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blais Pier. 3. From Blais Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	SECTN	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL	SARDINIA	Brit. str.	1	J. T. Jeffery	P. & O. S. N. Co.	On 10th inst., at Noon.
LONDON & LEITH	BLOEMFONTEIN	Brit. str.	1	G. Manley	THE BANK LINE, LIMITED	On 17th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	MARKIN	Brit. str.	1	G. Manley	P. & O. S. N. Co.	On 17th inst.
LONDON	MERIONETHSHIRE	Brit. str.	1	T. Sato	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
MARSHALLS, LONDON & VIA SINGAPORE, &c.	ATSUTA MARU	Jap. str.	1	T. Sato	NIPPON YUSEN KAISHA	On 17th inst.
MASSATELLES VIA PORTS	PAUL LECAT	Frns. str.	1	T. Sato	MESSENGERS MARITIMES	On 17th inst.
VICTORIA & TACOMA VIA MANILA, KEELUNG, &c.	OKADA MARU	Jap. str.	1	T. Sato	OSAKA SHOSSEN KAISHA	On 17th inst.
VICTORIA, B.C., & SWATOW VIA KEELUNG, &c.	TAKA MARU	Jap. str.	1	T. Sato	NIPPON YUSEN KAISHA	On 17th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTHAGAN	Brit. str.	1	A. J. Hall	CANADIAN PACIFIC R. Co.	On 17th inst.
BOSTON & NEW YORK VIA SUEZ CANAL	INDRAKUALA	Brit. str.	1	A. J. Hall	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
NEW YORK VIA PANAMA CANAL	MUNCASTER CASTLE	Brit. str.	1	A. J. Hall	DODWELL & Co., Ltd.	On 17th inst.
VANCOUVER & SEATTLE	UNKAI MARU	Brit. str.	1	A. J. Hall	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TENYO MARU	Jap. str.	1	E. Bent	TOYO KISEN KAISHA	On 17th inst.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	NIPPON MARU	Jap. str.	1	A. G. Stevens	TOYO KISEN KAISHA	On 17th inst.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ANYO MARU	Jap. str.	1	A. G. Stevens	TOYO KISEN KAISHA	On 17th inst.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	1	A. G. Stevens	TOYO KISEN KAISHA	On 17th inst.
AGASSA, KOBÉ & YOKOHAMA	SA. ALBANS	Brit. str.	1	E. S. Baile	NIPPON YUSEN KAISHA	On 17th inst.
WEIHAIWEI & TIENTSIN	NIKKO MARU	Jap. str.	1	E. S. Baile	GIBB, LIVINGSTON & Co.	On 17th inst.
KOBÉ & MOJI	KUINGCHOW	Brit. str.	1	E. S. Baile	NIPPON YUSEN KAISHA	On 17th inst.
KOBÉ & MOJI	YATSHING	Brit. str.	1	R. S. Anderson	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
KOBÉ & MOJI	KUNSHANG	Brit. str.	1	R. S. Anderson	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
KOBÉ & MOJI	TJILWONG	Dut. str.	1	R. S. Anderson	JAVA-CHINA-JAPAN Lijn	On 17th inst.
KOBÉ & MOJI	SINKIANG	Brit. str.	1	C. Williams	BUTTERFIELD & SWIRE	On 17th inst.
SHANGHAI	PAUL LECAT	Frns. str.	1	C. Williams	MESSENGERS MARITIMES	On 17th inst.
SHANGHAI, KOBÉ & YOKOHAMA	KITANO MARU	Jap. str.	1	F. E. Cope	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI, KOBÉ & YOKOHAMA	WONGSANG	Brit. str.	1	J. H. Lushman	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
SHANGHAI, KOBÉ & YOKOHAMA	LUCOW	Brit. str.	1	D. S. Davies	BUTTERFIELD & SWIRE	On 17th inst.
SHANGHAI, KOBÉ & YOKOHAMA	CHINON MARU	Jap. str.	1	S. Fujita	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI, KOBÉ & MOJI	FOOKSANG	Jap. str.	1	G. Manley	P. & O. S. N. Co.	On 17th inst.
SHANGHAI, KOBÉ & MOJI	WOSANG	Brit. str.	1	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
SHANGHAI, KOBÉ & MOJI	JINSEN MARU	Jap. str.	1	Torada	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
SHANGHAI, KOBÉ & MOJI	TITABOON	Dut. str.	1	C. C. Talbot, R.N.E.	JAVA-CHINA-JAPAN Lijn	On 17th inst.
SHANGHAI, KOBÉ & MOJI	MAITIA	Brit. str.	1	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	On 17th inst.
SHANGHAI, KOBÉ & MOJI	OTTOVA MARU	Jap. str.	1	Murakami	OSAKA SHOSSEN KAISHA	On 17th inst.
SHANGHAI, KOBÉ & MOJI	MAISO MARU	Jap. str.	1	A. H. Stewart	OSAKA SHOSSEN KAISHA	On 17th inst.
SHANGHAI, KOBÉ & MOJI	HAIMU	Brit. str.	1	J. W. Evans	DOUGLAS, LAFFRAK & Co.	On 17th inst.
SHANGHAI, KOBÉ & MOJI	HAITAN	Brit. str.	1	E. Finlayson	DOUGLAS, LAFFRAK & Co.	On 17th inst.
SHANGHAI, KOBÉ & MOJI	CHITHWA	Brit. str.	1	W. G. G. Leach	BUTTERFIELD & SWIRE	On 17th inst.
SHANGHAI, KOBÉ & MOJI	LOONGSANG	Brit. str.	1	J. Walker	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
SHANGHAI, KOBÉ & MOJI	YATSHING	Brit. str.	1	W. M. Mesny	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
SHANGHAI, KOBÉ & MOJI	KIRIN MARU	Jap. str.	1	Sasaki	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI, KOBÉ & MOJI	SUISANG	Jap. str.	1	C. P. Sodder	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
SHANGHAI, KOBÉ & MOJI	JAPAN	Brit. str.	1	D. A. Gardiner	DAVID SASSON & Co., Ltd.	On 17th inst.
SHANGHAI, KOBÉ & MOJI	HAKATA MARU	Jap. str.	1	Kawashima	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI, KOBÉ & MOJI	SALAMIS	Brit. str.	1	E. A. Matthews	THE BANK LINE LTD.	On 17th inst.
SHANGHAI, KOBÉ & MOJI	KIKO MARU	Jap. str.	1	A. Kennedy	OSAKA SHOSSEN KAISHA	On 17th inst.
SHANGHAI, KOBÉ & MOJI	MAUSANG	Brit. str.	1	A. Kennedy	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
SHANGHAI, KOBÉ & MOJI	HINSANG	Brit. str.	1	A. Kennedy	JARDINE, MATHESON & Co., Ltd.	On 17th inst.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TO	STRAMERS	TO SAIL
SINGAPORE	"SUISANG"	Wedday, 8th Sept., 3 P.M.
KOBÉ & MOJI	"YATSHING"	Saturday, 11th Sept., D'light.
MANILA	"LOONGSANG"	Saturday, 11th Sept., 3 P.M.
SHANGHAI	"WINGSANG"	Sunday, 12th Sept., D'light.
SHANGHAI, KOBÉ & MOJI	"WOSANG"	Tuesday, 14th Sept., D'light.
SHANGHAI, KOBÉ & MOJI	"FOOKSANG"	Tuesday, 14th Sept., D'light.
SANDAKAN	"MAUSANG"	Thursday, 16th Sept., Noon.
KOBÉ & MOJI	"YUNSHANG"	Saturday, 18th Sept., 3 P.M.
SANDAKAN	"KUNSHANG"	Sunday, 19th Sept., D'light.
SANDAKAN	"HINSANG"	Tuesday, 21st Sept., Noon.

RETURN TOURS TO JAPAN.
The Steamers "YATSHING," "HINSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time counted 20 days. This service is supplemented by the "YATSHING," "KUNSHANG" and "MAUSANG" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time counted 8 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze, Choo, Tsin, Delat, W'wai, N'hwang, Tientsin and Japan.
Telephone No. 215, Sub. Exch. 4.
Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
Hongkong, 8th September, 1915. GENERAL MANAGERS [6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBÉ, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

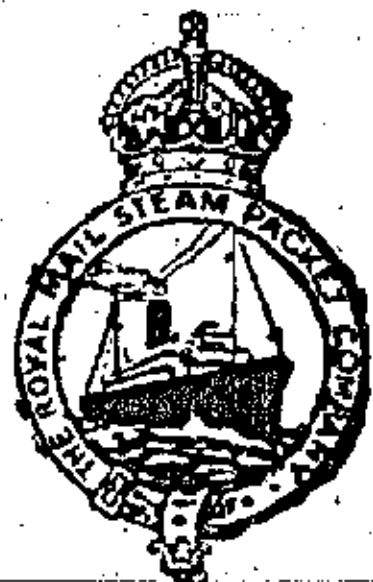
For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

AGENTS

Hongkong, 16th April, 1915. [25]



THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMeward.

LONDON "MERIONETHSHIRE" ... beginning of October.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215 Sub. Ex. 10.
Hongkong, 6th September, 1915. [24]

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG: Connecting with FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

S.S. "SALAMIS" From Hongkong: 12th September.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and passage apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

LONDON & LEITH "BLOEMFONTEIN" ... On 17th Sept.

LONDON & "CITY OF HANKOW" ... On 8th Oct.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

GENERAL AGENTS.

Hongkong, 9th August, 1915. [942]

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS. BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOSHOW ROAD, YOKOHAMA: 32, WAHSE STREET,

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES EXCHANGED.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

CHEFF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 2nd July, 1914. [585]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"SARDINIA,"
Captain J. T. Jeffery, carrying His Majesty's Mails, will be despatched from this port on or about the 10th September, 1915, taking Passengers and Mails for the above Ports, in connection with the Co.'s s.s. "MALOJA" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Cargo for Bombay, etc., will be continued on in the "SARDINIA," due in Bombay about 27th September, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 23rd August, 1915. [1]

C. P. R.

THE Canadian Pacific Railway Co. will despatch the Steamship

"MONTEAGLE"

from HONGKONG on the following dates:

SATURDAY, 11th Sept.

SATURDAY, 6th Nov.

for VANCOUVER via the usual Ports of Call.

For Freight or Passage, apply—

D. W. CHADDOCK,

General Traffic Agent.

Hongkong, 7th September, 1915. [850]

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK, VIA PANAMA CANAL.

S.S. "MUNCASTER CASTLE,"

on or about 14th September.

FOR NEW YORK VIA SUEZ CANAL

S.S. "PATHAN,"

on or about 25th September.

For Freight and further information, apply to

DODWELL & Co., Ltd.,

Agents.

Hongkong, 2nd September, 1915. [1]

FOR VANCOUVER AND SEATTLE.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and BOMBAY via SARDINIA	Capt. J. T. Jeffery	Noon, 10th Sept.	See Special Advertisement
USUAL PORTS OF CALL			
SHANGHAI	(NANKIN) Capt. G. Manley	About 12th Sept.	Freight and Passage.
SHANGHAI	(MALTA) Capt. C. C. Talbot, R.N.	About 24th Sept.	Freight and Passage.
LONDON and BOMBAY via NANKIN	Capt. G. Manley	About 24th Sept.	Freight and Passage.
USUAL PORTS OF CALL			

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without Notice.

For Further Particulars apply to—
E. A. HEWETT,
Superintendent.

Hongkong, 8th September, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"CHINHUA"	On 8th Sept. 10 A.M.
SEANGHAI	"SINKIANG"	On 9th Sept. 4 P.M.
WEIHAWEI & TIENTSIN	"KUEICHOW"	On 11th Sept. 4 P.M.
SHANGHAI	"LUCHOW"	On 21st Sept. 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 14th Sept. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTANG" and "SANUI" "TAMING" and "TEAN". Excellent Saloon accommodation. Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft on "TAMING" and "TEAN".

S.S. "SHANGHAI" LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI", "CHENAN", "LIANGCHOW", "LUCHOW", "YINGCHOW" and "SINKIANG" with excellent accommodation. Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th September, 1915. TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	FRIDAY, 10th Sept., at 3 P.M.
For SWATOW AND RETURN.		
"HAIMUN"	Capt. A. H. Stewart	WEDNESDAY, 8th Sept., at 3 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—
DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 4th September, 1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

WESTWARD

S.S. "JAPAN," 6013 tons, Captain C. P. Sedden, will be despatched for SINGAPORE, PENANG and CALCUTTA on 15th September.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 6th September, 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILAMANILA SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	21st Sept.	On 17th Sept. 11 A.M.
EMPIRE	8th Oct.	On 13th Oct. 11 A.M.
EASTERN	29th Oct.	On 22d Nov. 11 A.M.
ALDENHAM		On 22d Nov. 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

TOYO KISEN KAISHA. NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA.
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots	TUES., 14th Sept.
NIPPON MARU	11,920—18 knots	TUESDAY, 28th Sept.
SHINYO MARU	22,000—21 knots	TUES., 12th Oct.
CHIYO MARU	22,000—21 knots	TUES., 9th Nov.

* Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at NOON.

FIRST CLASS TO LONDON	£71.10..	RETURN (6 MONTHS) £120.
" " " NEW YORK	£60.	" " " £96.10.
" " " SAN FRANCISCO	£45.	" " " £68.

Passengers purchasing Pacific Return Tickets have the option of returning from San Francisco by Steamer of the Pacific Mail S.S. Co. or from Vancouver by Steamer of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free-of-charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES,
SALINA CRUZ, PANAMA, CALLAO IQUIQUE AND
VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	Friday, 10th Sept.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 291.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	PAUL LECAT	On 9th Sept. at 5 P.M.
(Without Transshipment)	MAGELLAN	On 20th September.

HOMEWARD

FOR	STEAMER	TO SAIL
MARSEILLES VIA SAIGON and PORTS	PAUL LECAT	On 2nd Oct. at 5 P.M.
(Without Transshipment)		

ALL STEAMERS FITTED WITH WIRELESS.

Weekly branch line from Saigon to Hongkong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.
Special SUMMER Return Tickets (1st Class) for Japan to be used between 1st June and 31st October, 1915.

TO KOBE \$135. TO YOKOHAMA \$150.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA MANILA, KEELUNG, MOJI, KOBE,
YOKKAICHI AND YOKOHAMA

Steamer "CANADA MARU" ... T. Suruga ... MONDAY, 13th Sept., at 3 P.M.
These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE AND COLOMBO.
Steamer ... Captain ... Leaving

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.
Steamer "KAJO MARU" ... Captain Murakami ... SUNDAY, 12th Sept. at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.
Steamer "OTTOWA MARU" ... Captain ... WEDNESDAY, 15th Sept., at 10 A.M.

FOR HAIPHONG VIA PAKHOI.
Steamer "KEI MARU" ... Captain ... WEDNESDAY, 8th Sept., 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Sze Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI,
MANAGER,
600n Floor, No. 1, Queen's Building.

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PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
ARSEILLES and LONDON	ATSUTA MARU	16,000	THURSDAY, 9th Sept. at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	YASAKA MARU	21,000	THURSDAY, 23rd Sept. at Noon.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	TAMBA MARU	12,500	TUESDAY, 21st Sept. at 4 P.M.
	YOKOHAMA MARU	12,500	THURSDAY, 30th Sept. at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU	13,600	TUESDAY, 14th Sept. at 4 P.M.
	NIKKO MARU	9,000	FRIDAY, 15th Oct. at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	HAKATA MARU	12,500	SATURDAY, 2nd Oct.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	KIRIN MARU	8,000	WEDNESDAY, 13th Sept.
SHANGHAI, MOJI and KOBE	JINSEN MARU	8,000	WEDNESDAY, 15th Sept.
SHANGHAI, KOBE and YOKOHAMA	KITANO MARU	16,000	THURSDAY, 9th Sept. at 10 A.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU	9,600	SUNDAY, 12th Sept. at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	CEYLON MARU	8,000	SUNDAY, 12th Sept.

SOME PRINCIPAL FARES.

To London	1st Single Yen 600.	To Marseilles	1st Single Yen 560.
" " 2nd Single " 400.	" " 2nd Single " 380.		
" " Return " 800.	" " Return " 760.		
To London, Southampton, Liverpool via New York	\$90.130		
To " " " Montreal	\$90.30		
To " " " Seattle	\$25.		
To " " " Vancouver	\$27.40		
To Sydney, 1st Single £40.	To Melbourne, 1st Single £41.		
1st Return £72.	1st Return £73.16		
To Yokohama, 1st Return \$150.	To Kobe, 1st Return \$125.		
2nd " 80.	2nd " 83.		

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1941.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to	Due at MARSEILLES	Due at LONDON
YOKOHAMA	COLOMBO	about	about	MARSEILLES and LONDON	LES	LOVON
—	SARDINIA	Sept. 5	Sept. 10	MALAJA	Oct. 9	Oct. 16
Sept. 26	NANKIN	Sept. 19	Sept. 24	TARABIA	Oct. 23	Oct. 30
—	NORE	Oct. 3	Oct. 8	MOLDAVIA	Nov. 6	Nov. 13
Nov. 8	NOVARA	Oct. 17	Oct. 22	KHYBER	Nov. 20	Nov. 27
—	NELLORE	Oct. 31	Nov. 5	MEDINA	Dec. 4	Dec. 11
Dec. 6	SARDINIA	Nov. 15	Nov. 19	MONGOLIA	Dec. 18	Dec. 25
—	NANKIN	Nov. 29	Dec. 4	MALWA	Jan. 1	Jan. 8
		Dec. 13	Dec. 17	MOOLTAN	Jan. 15	Jan. 22

† Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

	Accommodation	Single	Return
1st Saloon "A"	£74.	£111.	£102.
2nd Saloon "A"	£52.	£76.	£72.

	Accommodation	Single	Return
1st Saloon "A"	£70.	£105.	£96.
2nd Saloon "A"	£50.	£75.	£69.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGER AT REDUCED RATES

STEAMERS	Leave Y.H.M.	Leave SHANGHAI	Leave HONGKONG	Leave S'PORE	Due at Marseilles, if calling	Due at LONDON
NORE	about Sept. 26	about Oct. 3	about Oct. 8	about Oct. 14	about Nov. 9	about Nov. 18
NAGOYA	Nov. 8	Nov. 18	Nov. 24	Nov. 30	Dec. 30	Jan. 7
NAMUR	Dec. 6	Dec. 16	Dec. 22	Dec. 28	Jan. 27	Feb. 3
KASHMIR	Dec. 20	Dec. 30	Jan. 5	Jan. 11	Feb. 10	Feb. 17

These Steamers call also at PORT SWETPENHAM, PENANG and COLOMBO
FARES TO LONDON:

1st Saloon £38 Single	£37 Return	2nd Saloon £42 Single	£43 Return
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FARES TO MARSEILLES:

1st Saloon £24 Single	2nd Saloon £23 Single
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All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to

E. A. HEWETT,
SUPERINTENDENT.

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POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Lucas	8th Sept.
SHANGHAI	Szechuen	9th Sept.
EUROPE (French Mail)	Paul Latat	9th Sept.
EUROPE (London 15th Aug. via Siberia)	Yingchow	10th Sept.
AUSTRALIA	Nishio Maru	11th Sept.
EUROPE (ENGLISH MAIL)	Nankin	13th Sept.

OUTWARD MAILS.

FOR	PER	DATE
Hankow	Frithof	Wednesday, 8th, 7.00 A.M.
Hohow	Kwang Chow Wan	Wednesday, 8th, 8.00 A.M.
Pekhoi and Haihong	Kojo Maru	Wednesday, 8th, 9.00 A.M.
Philippine Islands	Ohinkua	Wednesday, 8th, 9.00 A.M.
Swatow and Bangkok	Drufar	Wednesday, 8th, 10.00 A.M.
Swatow	Haimun	Wednesday, 8th, 1.00 P.M.
Straits	Suisang	Wednesday, 8th, 2.00 P.M.
St. Pauls	Tongloc	Wednesday, 8th, 3.00 P.M.
Amoy	Hong Bee	Wednesday, 8th, 5.00 P.M.
Batavia	Desoungue	Thursday, 9th, 7.00 A.M.
Shanghai, North China and Japan via Kobe	Ritane Maru	Thursday, 9th, 8.00 A.M.
Straits, Ceylon, Port Said, Marseilles and United Kingdom	Atsuta Maru	Thursday, 9th, 11.00 A.M.
Shanghai and North China	Sinkiang	Thursday, 9th, 3.30 P.M.
SHANGHAI, NORTH CHINA, JAPAN via KOBÉ	Paul Latat	Thursday, 9th, 3.15 P.M.
(EUROPE via SIBERIA)		Registration, 4.00 P.M.
Japan via Moji	Hauri Maru	Thursday, 9th, 5.00 P.M.
Straits	Hellena	Friday, 10th, 10.00 A.M.
Japan via Moji, Honolulu, Hilo, Los Angeles, Salina Cruz, Panama, Colon, Arica, Iquique, Valparaiso and Coronal	Anjo Maru	Friday, 10th, 10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT AND EUROPE	Sardinia	Friday, 10th, 10.00 A.M.
The Parcel Mail will be closed on Thursday, 9th Sept., at 5 P.M.		
Swatow, Amoy and Foochow	Haiton	Friday, 10th, 2.00 P.M.
Formosa via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN via MOJI, VICTORIA, VANCOUVER, UNITED KINGDOM via CANADA	Monteagle	Saturday, 11th, 10.15 A.M.
(EUROPE via SIBERIA)		Registration, 10.15 A.M.
Shanghai Brit. P.O. Wednesday, 15th Sept.		
Philippine Islands	Loongsang	Saturday, 11th, 8.00 P.M.
Wailhai, Chefoo and Tientsin	Kueichow	Saturday, 11th, 3.00 P.M.
Shanghai and North China	Lucas	Saturday, 11th, 4.15 P.M.
(EUROPE via SIBERIA)		Registration, 5.00 P.M.
Shanghai Brit. P.O. Wednesday, 15th Sept.		
Swatow, Amoy and Formosa via Tamsui	Kaio Maru	Sunday, 12th, 9.00 A.M.
Japan via Nagasaki	Nishio Maru	Sunday, 12th, 9.00 A.M.
Philippine Islands, Formosa via Keelung, Japan via Moji, Victoria, B.C., Tacoma and United Kingdom via Canada	Canada Maru	Monday, 13th, 12.15 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA and CANADA via SAN FRANCISCO and UNITED KINGDOM via CANADA	Tenjo Maru	Tuesday, 14th, 10.15 A.M.
(EUROPE via SIBERIA)		Registration, 11.00 A.M.
Shanghai Brit. P.O. Saturday, 18th Sept.		
Philippine Islands, Australia, Tasmania, New Zealand and New Guinea via Thursday Island	Tango Maru	Tuesday, 14th, 3.15 P.M.
Philippine Islands	Tan	Tuesday, 14th, 3.00 P.M.
Swatow, Amoy, Formosa, via Anping and Takao	Ohawa Maru	Tuesday, 14th, 3.00 P.M.
Timor, Australia, Tasmania, New Guinea, via Port Darwin, and New Guinea via Thursday Island	St. Albans	Friday, 17th, 9.15 A.M.
		Registration, 9.15 A.M.
		Letters, 10.00 A.M.

LOCAL AND REGULAR MAILS OUTWARD.

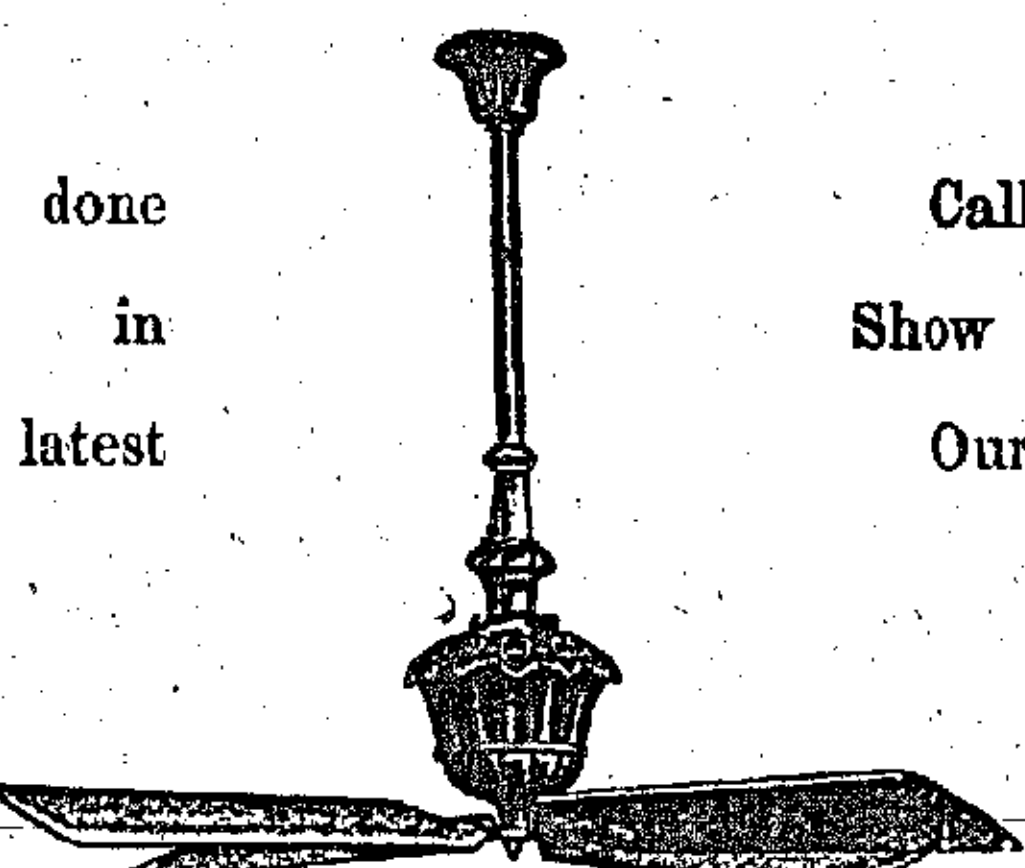
FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai O	10.00 A.M.	—
Tai Po	10.00 A.M.	9.00 A.M.
Chung Chow	4.00 P.M.	—
Shatauk, Shatin and Sheungshui	2.00 P.M.	—
Aberdeen, Auk, Ping Shan, Sai Kung, Sardin, Stanley	4.30 P.M.	—
Canton, Wuchow and Sam Shui	7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M.	5.00 P.M.
Macao	7.15 A.M.	8.15 A.M.
Hongkong	1.30 P.M.	—
Namtan and Sanmei	6.00 P.M.	6.00 P.M.
Shanchun	10.00 A.M.	9.00 A.M.
From Sheungwan Western Branch P.O.		
FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Canton	7.30 A.M.	9.30 P.M.
Tai Ping Tung	9.30 P.M.	7.00 A.M.
Shek Ki	9.30 P.M.	9.30 A.M.
Kongmin	8.30 P.M.	6.30 P.M.
Kamchuk	8.00 P.M.	6.00 P.M.
Kachong	8.00 P.M.	6.00 P.M.
	Except Saturdays	

FANS! FANS!! FANS!!!

KEEP COOL.

It can be done by investing in one of our latest type desk or ceiling fans.

Call at our Show Room. Our fans keep the flag flying.



Ship Cabin Fans a Speciality.

WM. C. JACK & CO., LTD.,
14, DES VUEX ROAD CENTRAL,
ELECTRICAL ENGINEERS.

Telegraphic Address: "MARINEWORK." Telephone 354

COMMERCIAL.

CLOSING QUOTATIONS.

September 7th.	
ON LONDON:	
Telegraphic Transfer	1/2
Bank Bills, on demand	1/2
Bank Bills, at 30 days' sight	1/2
Bank Bills, at 4 months' sight	1/2
Credits, at 4 months' sight	1/2
Documentary Bills 4 months' sight	1/2
ON PARIS:	
Bank Bills, on demand	246
Credits, at 4 months' sight	254
ON GERMANY:	
On demand	nom.
ON NEW YORK:	
Bank Bills, on demand	48
Credits, at 60 days' sight	nom.
ON HONGKONG:	
Telegraphic Transfer	nom.
Bank, on demand	134
ON CALCUTTA:	
Telegraphic Transfer	nom.
Bank, on demand	134
ON SHANGHAI:	
Bank, at sight	78
Private, 30 days' sight	nom.
ON YOKOHAMA:	
On demand—Pesos	86
ON MANILA:	
On demand—Pesos	86
ON BATAVIA:	
On demand	167
ON HAIPHONG:	
On demand	81 1/2 p.m.
ON SAIGON:	
On demand	86
ON SHANGHAI:	
On demand	86
SOVEREIGNS, Bank's Buying Rate	\$11.30
GOLD LEAF, 100 fine, per tal.	69.70
SILVER, per oz.	23 1/2 d.

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1914.
REVISED BY THE MEMBERS.
PRICE \$5.

Daily Press Office.

Hongkong, 25th February, 1914.

SHARE LIST—QUOTATIONS.

HONGKONG, 7th SEPTEMBER, 1915.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.					
Hongkong & Shanghai Banking Corporation	120,000	\$125	all	\$1820, buyers	6 1/2 p.c.
China Bank, Limited	60,000	\$12	all	\$1825, sales	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$1.01, buyers	7 1/2 p.c.
China Insurance and Mortgage Co., Ltd.	50,000	\$1	all	\$1.30, buyers	7 1/2 p.c.
Cotton Mills.					
Shai Cotton Manufacturing Co., Ltd.	40,000	Tls. 50	all	T. 105, buyers	8 1/2 p.c.
Kung Yik Cotton S. & W. Co., Ltd.	100,000	Tls. 10	all	T. 163, buyers	8 1/2 p.c.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 93, buyers	8 1/2 p.c.
Laon Kung Mow Cotton S. & W. Co., Ltd.	8,000	Tls. 100	all	Tls. 90, buyers	8 1/2 p.c.
Soyabean Cotton S. & W. Co., Ltd.	20,000	Tls. 50	all	Tls. 49, buyers	8 1/2 p.c.
Ewo Cotton Spinning & Weaving Co., Ltd.	30,000	Tls. 50	all	Tls. 180, sales	8 1/2 p.c.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$8 1/2, buyers	4 1/2 p.c.
(In Liquidation)					
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$7 1/2, buyers	4 1/2 p.c.
DOCKS AND WHARVES.					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$76, sales	5 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$74 1/2, buyers	4 1/2 p.c.
Shai Dock and Engineering Co., Ltd.	35,700	Tls. 100	all	Tls. 63, buyers	4 1/2 p.c.
Shai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 83, buyers	4 1/2 p.c.
Green Island Cement Co., Limited	400,000	\$10	all	\$8.20, sal. & sel.	7 1/2 p.c.
Hongkong Electric Co., Limited	60,000	\$10	all	\$42 1/2, buy.	7 1/2 p.c.
Hongkong Hotel Company, Limited	20,000	\$50	all	\$112, buyers	5 p.c.
Hongkong Ice Company, Limited	6,500	\$25	all	\$183	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$27, x. div. buy.	7 1/2 p.c.
Hongkong Tramway Co., Ltd.	325,000	\$5	all	\$5.10, buyers	6 p.c.
INSURANCE.					
Canton Insurance Co., Limited	10,000	\$250	all	\$420, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	all	\$20, buyers	7 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$850	all	\$420, buyers	7 p.c.
North-China Insurance Co., Limited	10,000	\$15	all	Tls. 156, buyers	7 p.c.
Union Insurance Society, Limited	12,400	\$250	all	\$97 1/2	6 1/2 p.c.
Yangtze Insurance Association Ltd.	12,000	\$100	all	\$243, @ Ex 73	6 1/2 p.c.
LANDS AND BUILDINGS.					
H'kong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$109, buyers	6 1/2 p.c.
Hongkong Central Estate, Ltd.	10,000	\$100	all	\$100	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	all	\$75, buyers	6 1/2 p.c.
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$74, sales	6 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$30, buyers	7 1/2 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 103	6 p.c.
West Point Building Co., Ltd.	12,500	\$50	all	\$72 1/2, buyers	6 p.c.
Maatschappij tot Exploitatie van Landbouwgronden in Langkat	250,000	Gds. 10	all	Tls. 37, buyers	6 p.c.
MARINE.					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$30	8 p.c.
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$1.70, sellers	8 1/2 p.c.
Trench Mines, Limited	160,000	\$1	all	\$1.70, buyers	8 1/2 p.c.
Peak Tramways Co., Limited	25,000	\$10	all	\$10 1/2	8 p.c.
REFINING.					
China Sugar Refining Co., Limited	20,000	\$100	all	\$128, buyers	8 1/2 p.c.
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$130, buyers	8 1/2 p.c.
STEAMSHIP COMPANIES.					
China and India Steamship Co., Ltd.	30,000	\$25	all	\$40, buyers	6 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$19, buyers	4 p.c.
H'kong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$19, buyers	4 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,300 def.	\$5	all	\$128, buyers	8 p.c.
Shell Transport and Trading Co., Ltd.	4,047,610	\$1	all	\$90, buyers	8 p.c.
Star Ferry Company, Limited	40,000	\$10	all	\$35, sales	8 1/2 p.c.
South China Morning Post, Limited	6,000	\$25	all	\$28	8 1/2 p.c.
Steam Laundry Company, Limited	20,000	\$5	all	\$13.10, buyers	8 1/2 p.c.
STORES AND DISPENSARIES.					
Powell, Wm., Limited	21,000	\$7	all	\$6 1/2	7 1/2 p.c.
Watson & Co., A. S., Limited	90,000	\$10	all	\$6.85, sal. & buy.	9 p.c.
Union Waterboat Co., Limited	50,000	\$10	all	\$17, sellers	6 p.c.
Loans.					
Chinese Imperial 1894	Tls. 767,300.	Tls. 250	7 1/2 p. annum	Par.	

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1833.

HEAD OFFICE—LONDON.

Paid-up Capital \$1,200,000
Reserve Fund \$1,800,000
Reserve Liability of Proprietors \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.

Hongkong, 8th June, 1914.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balance at 8 1/2 per cent. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR,
Chief Manager.

Hongkong, 2nd November, 1914.



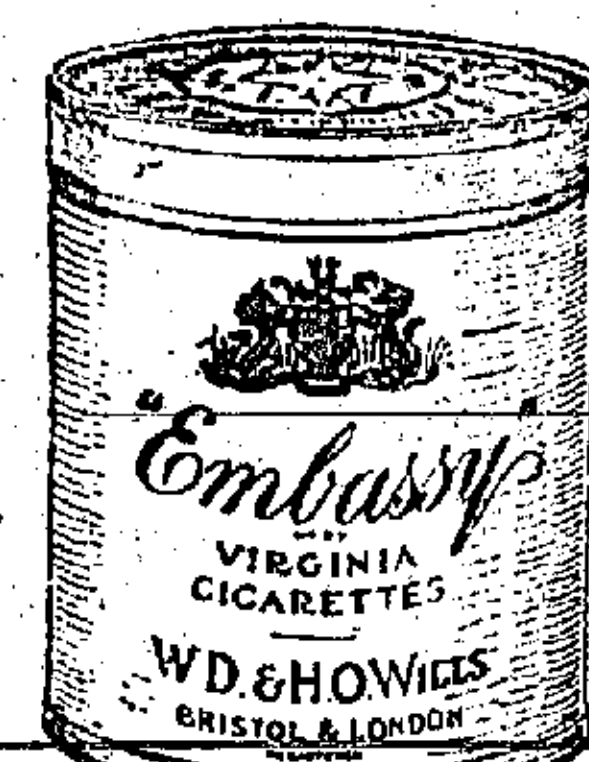
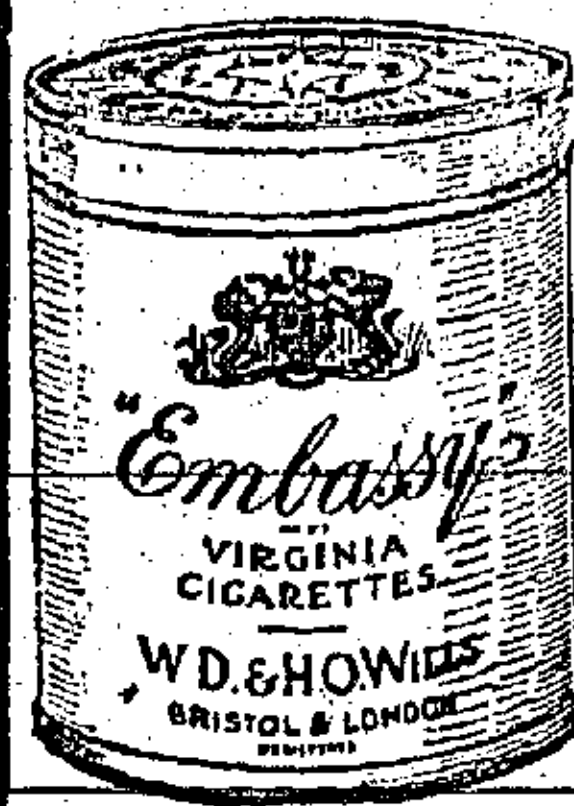
"EMBASSY"

No. 77.

(HAND-MADE VIRGINIA CIGARETTES.)

THE CONNOISSEUR'S FAVOURITE.

SAVE YOUR COUPONS.



BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000
Reserve Funds—
Standing \$15,000,000
Silver \$15,000,000

Reserve Liability of Proprietors \$33,000,000

Reserve Funds—\$15,000,000

Court of Directors.

Hon. Mr. D. LANDALE—Chairman.

W. L. PATTERSON, Esq.—Deputy Chairman.

S. H. DODD, Esq.

G. T. M. EDKINS, Esq.

C. S. GIBBY, Esq.

Hon. Mr. E. SHALLIM.

Chief Manager: Hongkong—N. J. STARR.

Manager: Shanghai—A. G. STEPHEN.

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.

For 3 months, 2 1/2 per cent. per annum.

" 6 months, 3 per cent. per annum.

" 12 months, 3 1/2 per cent. per annum.

N. J. STARR, Chief Manager.

Hongkong, 11th November, 1914.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE:—Wall Street, New York.

LONDON OFFICE:—Bishopsgate, E.C.

CAPITAL PAID-UP (U.S. Gold) \$3,250,000

RESERVE FUNDS \$4,120,000

(Gold) \$7,270,000

All kinds of FOREIGN and LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and

FIXED DEPOSITS received at rates

to be ascertained on application.

N. S. MARSHALL, Manager.

9, Queen's Road, Hongkong, 12th May, 1915.

THE BANK OF CHINA.

GOVERNMENT BANK

(SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorized Capital \$80,000,000

Paid-up Capital \$10,000,000

HEAD OFFICE—PEKING.

BRANCHES AND SUB-BRANCHES.

SHANGHAI: NANKING: Chinkiang, Yangchow, Wuchow, Waihai, Anching, Tatung, Tientsin, Soochow, Hankow: Shashi, Jichang, Nanchoang. TIENTSIN: Peiping, Tongshan, Luanchow, Tanghsien, Hsiao-tai. HANGCHOW: Wenchow, Shaoching, Chinkiang, Lanohi, Huchow, Ningpo, Kaitung: Changteh, Sinyang, Lohu, Chowkeu, Tsinan: Chowtsun, Tientsin, Linchi, Lintung, Tientsin, Yitshai, Hsiao-ching, Chefoo, Tsingtao. TAIYUAN: Yancheng, Fochow. CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Tientsin, Tieling, Chinchow, Antung, CARTON, KUEI-YANG. PEKING: Kueibin, Suiyuanchow, etc., etc.

CANTON BRANCH.

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange.

Hongkong, 13th October, 1914.

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BANKS

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed Yen 30,000,000

Capital Paid-up " 12,500,000

Reserve Funds " 8,970,000